

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 24.]

SATURDAY, JUNE 14, 1873.

[WHOLE No. 1,938 VOL. XLV. 46]

Mr. FREDERIO ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 14, 1873.

Interest on the Virginia Debt.

In connection with the payment of interest on the Virginia debt for July 1st, at the office of Asa Rogers, second auditor, in Richmond, Virginia, it is announced that the unpaid balances of interest for January and July, 1872, as provided by the act of March 19, 1872, will also be paid. The Richmond Dispatch says:

"It is well for the holders of stock which has not been funded to know that the old bonds or certificates must be presented to the second auditor, that the interest paid them may be stamped upon such stock.

"It is estimated that after paying the July 1873 interest and the arrearages of interest of 1872 there will be money enough in the treasury on the 1st of January, 1874, to pay four per cent interest which will then have accrued, and leave a balance of over \$500,000 for the current expenses of the State government. Allowance is made in this estimate for the payment in 'tax-receivable coupons' of one-half of the public revenue due in December next, while the fact is that up to the present time a much smaller proportion of the revenue has been thus paid, the holders of large amounts of the bonds of the State believing it to be better to take the four per cent now ten-

dered and the obligation of the State for the remainder payable hereafter."

INVESTMENT BONDS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE 7 3-10 LOAN IS NOW BEING DISPOSED OF through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at 1-10, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; it has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged \$5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.

No. 20 Wall Street, New York.

New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad is engaged in Greene county in serving notices upon property owners, notifying them that a map and profile of the route intended to be adopted, and certified by the President and Engineer in Chief of the company, was filed in the office of the Clerk of the county. The line adopted at Catskill crosses the creek at an elevation of about sixty feet, just below the iron bridge, and passes northward through lands of Messrs. Cole, Hadden, Van Orden, Waltz, Rushmore and others. At Athens it just passes through the upper end of the village, and thence runs northerly to the upper village of Coxsackie. It crosses the "White Elephant" road twice and leaves it in Albany

county, where it takes an air line to Chicago, saving over thirty miles.—Hudson Register, June 4.

JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

CABLE TRANSFERS,

Circular Letters,

COMMERCIAL CREDITS,

—ON—

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

Cairo and Fulton Railroad.

The Little Rock Gazette, of June 3d, gives an interesting account of a "pioneer trip" made over the completed portion of the Southern division of the Cairo and Fulton Railroad on the 29th ult., by the officers of the road and a few citizens. In its description of the road, and the excursion the Gazette says:

The first eight miles includes some of the heaviest work on the whole line, and is in almost perfect order. Three miles out the road strikes the bottoms of Fourche bayou, crossing the stream on a substantial bridge, and the bottoms by a high embankment. The first station is known as Linda, and the second one as Appleton, five miles and a half distant. The third station, Maplevale, is nine and a half miles from this city. The fourth station, thirteen miles, is Alexander. The next is Bryant's, sixteen and a half miles. The next is Benton, twenty-three miles. After stopping at Benton a few moments, the train passed on down to the Saline river a mile further on, and crossed on the new bridge, the work of the Baltimore Bridge Company. The train remained here some time, and then passed on to the head of the work, where the track is being laid at the rate of a mile and three-fourths per day, which is accomplished with the aid of eighty experienced track-layers. After in-

specting the work, the manner of laying the rails etc., the party resumed the cars, and the train returned to Benton, when, after partaking of a bountiful repast and the passage of a series of complimentary resolutions, the train started on its return to Little Rock, which it reached in safety.

Kansas Pacific Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, were as follows:

	1871.	1872.
From freight.....	\$1,980,289 57	\$2,294,299 11
" passengers.....	1,082,645 94	1,100,197 51
" U. S. troops....	73,938 35	72,426 82
" U. S. mails....	63,163 80	82,935 84
" express.....	66,000 00	84,000 00
" rents.....	5,983 87	34,904 85
" individuals and companies..	30,051 52	39,234 95
" sundry sources	10,444 78	15,714 10

\$3,312,517 83 \$3,723,713 18

Expenses, viz:

Conducting transp..	\$625,209 68	\$615,965 64
Motive power.....	721,361 99	719,534 66
Maintenance of cars.	200,545 06	176,322 70
Maintenance of way.	601,979 45	604,261 83
General expenses...	153,493 78	113,280 94

\$2,302,589 96 \$2,229,265 77

Net earnings....\$1,009,927 87 \$1,494,447 41

To which add—

Net receipts from Land Department	206,598 43
Joint traffic.....	6,777 44
Real estate sales.....	2,582 64
Profit and loss—recovered property previously charged up.....	11,240 81

Total.....\$1,721,646 73

From which deduct—

Construction.....	\$133,204 83
Equipment.....	6,000 00
Real estate.....	2,234 75
Interest on bonds....	1,190,142 30
Discount, interest and exchange.....	134,554 84
Taxes—State, county & city for 1871 and 1872	165,402 65
Insurance.....	29,164 29

1,660,703 66

Balance—excess of income..... \$60,943 07

Compared with the previous year the gross earnings of 1872 show an increase of \$411,195 35, or 12.41 per cent, with a decrease in expenses of \$73,324 19, or 3.18 per cent, making the increase in net earnings \$484,519 54, or 47.98 per cent. The percentage of operating expenses to gross earnings in 1871 was 69.51, and in 1872 59.87, a decrease of 9.64 per cent. The number of miles operated was the same in both years, viz: 673.

The earnings from Government business for 1871 amounted to \$292,208 25, and for 1872 to \$252,512 56, a decrease of \$39,696 69.

The freight tonnage for the year 1872 was (exclusive of 90,582 tons carried for the company) 348,966 tons, being an increase over 1871 of 71,798 tons, and amounting in mileage to 72,366,337 tons moved one mile, an increase of 21,695,372 tons, or 42.81 per cent over 1871, while the revenue therefrom exceeds by only 15.85 per cent that of the previous year. This disproportion in increase of revenue results from the policy of the company in reducing the charges for transportation as rapidly as the increase of trade would justify.

The average distance one ton of freight was carried in 1871 was 182.85 miles, against 207.37 miles in 1872, an increase of 24.52 miles.

The number of passengers carried in 1871 was 201,502, and in 1872 179,182, a decrease of 22,

412. This decrease is wholly in the local business, and is attributable to the depression arising from the failure of crops and the falling off of immigration into Kansas for the year.

The average distance each passenger travelled in 1871 was 95.85 miles, and in 1872 115.33 miles, an increase of 17.48 miles. Equivalent number of passengers carried one mile in 1872, 20,664,369.

The company have 88 locomotives, 48 passenger, 19 baggage, mail and express, 313 box, 95 combination, 175 stock, 275 platform, 182 coal and 38 service cars. The number of miles run by locomotives in 1871 was 2,470,914, and in 1872 2,475,270, an increase of 4,356.

The cost of locomotive service in 1871 was 24.18 cents per mile run; in 1872 it was 23.34, a decrease of 0.84 cent. The number of miles run to one ton of coal was 42.17; to one quart of oil 28.29. The total decrease in expense of maintaining and operating locomotives as compared with 1871 was \$19,710 41. The report says:

The present equipment of the road is sufficient for the business of the present year, with the exception of Pullman sleeping cars, and cars adapted to the transportation of stock. An additional number of each of these kinds must be provided. The locomotives and passenger cars are in excellent condition.

During the year 1872 eight box cars were added to the equipment; and two sleeping cars, one directors car, five passenger cars, two mail cars, eleven caboose cars, four combination cars, eleven box cars and thirteen coal cars, were rebuilt at the shops of the company.

During the year the condition of the roadway has been materially improved. At Secondline 1.38 miles of road were relocated and rebuilt, reducing the grade at that point from seventy two to sixteen feet to the mile. Many of the trestle bridges on the Kaw Valley division have been replaced with permanent stone structures, and during the year, many other temporary structures on this division have been replaced by those of a permanent and substantial character. The Howe Truss bridge, over Stranger Creek, has been replaced by a combination bridge with iron chords. On the Smoky Hill division many improvements have been made; side tracks extended, cattle yards erected, and a very substantial stone hotel built at Ellis. The cost of rebuilding the line at Secondline—of the permanent structures on the Kaw Valley division—and, indeed, of nearly all the improvements made, has been charged to expenses.

The transportation of cattle over your road continues to increase, notwithstanding the sharp competition from other lines; and so well understood are the unrivalled advantages of the grazing grounds on the line of your road, and so thoroughly appreciated are the facilities afforded by the company for the accommodation of this trade, that a business larger than ever before is expected for 1873.

Stock raising has increased to such an extent in Colorado that, during the past year, the demand for cars to accommodate the trade of that territory was greater than your company could well supply. To meet this rapidly growing business it is necessary to provide an increased amount of rolling stock, and two hundred and fifty additional cars will be needed this year.

The operations of the Land Department during the year were as follows:

Number of acres sold.....	68,851.29
Number of town lots sold.....	53.00
Aggregate amount of land sales.....	\$201,566.71
Aggregate amount of lot sales.....	1,725.00
Average rate per acre.....	2.90
Average rate per lot.....	32.55

The proceeds of all sales of lands are placed in the hands of the trustees for the redemption of bonds, there being two trusts, known as the Kansas Pacific Land Grant Trust, and the Denver

Extension Trust. The former covers 2,000,000 acres of the lands lying east of the 380th mile post, and secures a first mortgage of \$2,000,000, and a second mortgage of \$1,500,000.

The net proceeds of sales of lands and lots for accounts of the Kansas Pacific Land Grant Trust, amounts for the year 1872 to.....\$185,685 06
Amount previously in hands of trustees in cash and notes..... 402,481 04

Making.....\$588,166 10

already placed in the hands of the trustees for the redemption of the first mortgage (2,000,000) Kansas Pacific Land Grant Bonds.

Of these bonds the trustees have purchased and cancelled, to December 31st, 1872, \$179,000, for which they paid in cash..... 153,583 75

Balance in hands of the trustees for the redemption of these bonds, in cash and notes.....\$434,582 35
with 1,808,365.73 acres of land unsold.

This statement shows that of the lands embraced in this trust the per cent (191,634.27 acres) sold has yielded an amount equal to 9.58 30.68 per cent of the first \$2,000,000 of bonds, or 17.53 per cent of all bonds.

The Denver Extension Trust covers 3,000,000 acres of the most westerly lands on 236 miles of road, and with the first mortgage on said 236 miles of road forms the security for the \$6,500,000 bonds, known as the Denver Extension Bonds.

The proceeds of sales of lands for account of this trust in 1872 were.. \$22,037 92
Amount previously in hands of trustees in cash and notes..... 123,229 66

Making.....\$145,367 58

Of these bonds the trustees have purchased and cancelled \$45,000, and paid for same in cash..... \$41,127 50

Balance in hands of trustees, in cash and notes, for redemption of these bonds.....\$104,240 08

The immigration into Kansas during the year was very light, the opening up of new fields by railways north and south of your line having had the effect of diverting settlements from central Kansas. This is, however, but temporary, and from the inquiries now being made for land and the number of persons seeking locations in Kansas and Colorado, it is believed the influx of settlers into the country tributary to your road will be greater this season than in any previous year. The indications of the early occupation by settlers of the lands of the company lying in the western counties of Kansas, as mentioned in the Fifth Annual Report, have now developed into certainties, and large sales of lands, deemed at one time of problematical value, are now being made to bona fide settlers, as far west as the 300th mile post, and this part of Kansas is now receiving its full share of immigration. The development of that part of the country between Ellsworth and Ellis has been rapid during the past year, and your board deem they have good cause to congratulate you upon the number and condition of the settlers now making homes on the great plains.

On the 18th day of September, 1872, as required by act of Congress, the president of your board made affidavit that your road was completed in its full length, and made application for a board of commissioners to examine and report on the same. The commission was appointed, and upon examination reported to the Secretary of the Interior that "the commissioners have found and report that the Kansas Pacific Railway and Telegraph Line, from the 393.9425 mile to the end thereof at Denver are completed; that the railway is supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts,

watering places, depots, equipments, furniture and all of the appurtenances of a first-class railroad; that the rails and all other iron used in the construction and equipment of the road are of American manufacture of the best quality," and on the 19th day of October, 1872, the road was formally accepted by the Government as completed in accordance with the requirements of law.

The Junction City and Fort Kearney Railway Company has completed thirty three miles of its line from Junction City to Clay Centre, the county seat of Clay County. The line has been located to the western boundary of that county, and, except in a few cases, the right of way obtained. A part of the grading from Clay Centre has been done, and as soon as this road is pushed as far west as Concordia, the county seat of Cloud County, about forty miles north-west of Clay Centre, it will prove a valuable feeder to your main line. By arrangements made to facilitate and aid the construction of this line, the control of the company is now in your hands, the majority of the stock being owned by you, and the road is now being operated in the interests of your company. The construction of this line should be continued until it opens up the coal and salt deposits of the upper Republican Valley and the rich agricultural country embraced in the limits of Cloud and Republican counties.

It is a matter of regret that the arrangements originally made for the building of the line from Kit Carson to Fort Lyon on the Arkansas river, as mentioned in the last annual report, failed. By means, however, of the Arkansas Valley Railway Company, new plans have been formed, and it is hoped that, by judicious aid to this organization, the rails will be laid to Fort Lyon during the summer. The road-bed has been graded to Fort Lyon and the line from thence to Pueblo surveyed and located, and about twenty miles of the distance graded. Your attention is called to the importance of this line in securing the trade of the upper Arkansas Valley. No other part of Colorado is receiving greater numbers of permanent settlers, and those now seeking this region possess more than ordinary enterprise and means. The developments already made of the agricultural and mineral resources of that portion of the territory demand increased railroad facilities, and it is important that measures should be promptly adopted to permanently secure its trade to your road.

The completion of eastern lines to Leavenworth has been advantageous to the traffic of the Leavenworth branch of your line, and a contract has been entered into with the Leavenworth, Lawrence and Galveston R. R. Company, by which this branch is operated jointly with that company. Under this agreement through trains are now run, and Leavenworth has direct communication with southern Kansas, an advantage of which its enterprising merchants and citizens are prompt to avail themselves, and which it is hoped will result in increased prosperity to a city with whose interests you are so directly identified.

The advantages secured to your company through the control of the Denver Pacific Railway have proven as great as was anticipated at the time of its transfer to you, and when it shall be operated as directed by an act of Congress as "a connected continuous line," as a link in the chain of Pacific Railroads between your road and the Union Pacific, it will become a paying line. It is to be regretted that no satisfactory arrangement has yet been made with the Union Pacific by which the intentions of Congress can be carried out.

Over the Denver and Boulder Valley Railway the supply of coal for the city of Denver, the Denver Pacific Railway and your main line is carried, and by its construction the cost of fuel consumed by your company has been materially decreased. Its value to your company in this respect has been very great.

The results, obtained by the experiments made by the Industrial Agent of the Land Department have been of great service to that department. With very scant means, not at all proportionate to the work, Mr. Elliott has fully demonstrated that

the great plains are productive and valuable. Three small experimental farms were opened under his management at Bosland, (formerly Wilson,) Ellis, and Wallace. At Bosland, 239 miles west from State Line, "where in 1870 all was prairie, and the buffalo in sight in 1872," wheat, rye, corn and sorghum grew so well and yielded so finely that all experiments on the part of the company have ceased here, settlers having taken up the land rapidly; and the thriving villages of Bosland, Buoker Hill and Russell give indisputable evidence of the growth and progress of the country and the value of the lands for agricultural purposes. The ground at Bosland, plowed and fenced for these experiments, is now planted in trees, the growth of which is very satisfactory. The second farm, located at Ellis, 302 miles west of State Line, has proved of equal benefit and the results are the same. There is no longer any necessity for the company to continue its efforts at this point, as the settlers, satisfied of the productiveness of the land, are opening farms and sowing grain. "Wheat grown here was pronounced by an experienced miller of St. Louis to be of superior quality, and rye compared well with that from Illinois, to which the first premium was awarded at the St. Louis Fair." Corn also grew well. So abundantly do cereals produce on this portion of the plains that it is now almost a wonder that their growth should ever have been doubted. The results at Wallace, 422 miles from State Line, have not been so complete. Rye grows remarkably well; sorghum, millet and Hungarian grass also: all without irrigation. Some varieties of trees made a fine growth. Experiments will be continued at this point.

No General Account is given in the Report. The Funded Debt, amounting December 31, 1872 to \$21,200,350, (exclusive of Government Subsidy Bonds) is fully described on page 753 of this week's issue. The statement of Resources and Liabilities at the close of the fiscal year is as follows:

RESOURCES.	
Miscellaneous investments & assets.	\$2,428,546 08
Cash on hand	338,152 54
Value of material on hand	290,500 10
Due from agents and conductors....	137,788 95
Due from other companies	393,962 75
Due from individuals	40,871 11
Due from U.S. Government.....	\$126,919 34
Less fifty per cent to be retained by U. S. Treasury Department.....	68,459 67
Bills receivable, including Land Notes, outside of sinking fund....	759,624 88
Receipts from Land Sales in hands of Trustees	538,822 43
Total	\$4,991,728 51
LIABILITIES.	
Bills payable—including eight loans.....	\$1,773,877 44
Due on audited accounts including pay rolls, vouchers, unclaimed wages and coupons	758,477 35
Due other companies	154,467 18
Due to individuals	19,658 45
Excess of resources over liabilities.	2,285,248 09
Total, as above	\$4,991,728 51

President.—ROBERT E. CARR.

Vice President.—ADOLPHUS MEIER.

Directors.—Robert E. Carr, Adolphus Meier, Carlos S. Greeley, Edwin Harrison, John D. Perry, S. M. Edgell, B. W. Lewis, Jr., and F. W. Meister, of St. Louis, Mo.; Thomas A. Scott, Philadelphia, Pa.; John McManus, Reading, Pa.; Mathew Baird, Philadelphia, Pa.

Treasurer.—CARLOS S. GREELEY.

Auditor.—S. T. SMITH.

Secretary.—CHAS. B. LAMBORN.

General Superintendent.—EDMUND S. BOWEN.

Pacific Mail Steamship Company.

The following statement of the financial condition of the Pacific Mail Steamship Company was presented by the Executive Committee to the directors on the 6th inst., and adopted by the latter:

ASSETS MAY 31, 1873.

Cash in bank	\$31,940 87
Cash in hands of Howe Machine Co., London	28,000 00
Drafts on U. S. Navy Department remitted by agents and collections for freight due by New York Agency	66,696 82
\$100,000 U. S. 5 per cent bonds hypothecated	115,500 00
Due by Union Pacific Railroad Co.	67,543 00
Total	\$309,680 69

Less—

Due Panama Railroad Co.—Call loan	\$100,000 00
Due May bills for supplies unpaid	30,000 00
Due May bills for coal freights unpaid	20,000 00
Due Panama Agency drafts accepted	16,000 00
Due in May on account of contracts for steamers and engines	123,000 00
	289,000 00

Net

Cash in hands of pursers and agents, estimated	135,876 18
Investments—	
500 shares Panama Railroad stock, value	\$55,000 00
2,085 shares California Dry Dock, cost	101,335 99
	156,335 99

Total

Call loans due by Isaac Taylor, unsecured, borrowed of the company February, 1867, now in suit	\$25,000 00
Notes Howe Machine Co., indorsed by A. B. Stockwell, due, \$100,000 each, July 1, August 1, Sept. 1, October 1, November 1, December 1, 1873, and January 1, February 1, 1874, and \$40,000 May 1, —, all of the above disputed	840,000 00

\$865,000 00

Coals—amount on hand, estimated	\$1,150,000 00
Outfits and supplies on hand, estimated	850,000 00
	\$1,500,000 00

LIABILITIES.

New steamers—estimated cost of 8 built and in process of building	\$4,500,000 00
Less amount paid on account of same	2,665,881 13

\$1,834,118 87

Repairing wharf at Aspinwall, estimated	76,000 00
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Amount for which provision is to be made, in payments of \$200,000 monthly

\$1,911,118 87

The company own a large amount of valuable real estate, wharf property, &c., at San Francisco, San Diego, Portland (Oregon), Acapulco, Panama, Aspinwall, Hong Kong, Shanghai, Yokohama, Hiogo, Iragasaki, &c., &c., estimated by the report recently made at \$2,009,831 77.

The total number of steamships owned by the company is 34, but to these the committee think it unwise to fix any valuation, as they intend to have them appraised at as early a date as possible.

Receipts for the year ending May 1, 1873	\$5,785,210 63
Total expenses, including all repairs, &c.	4,958,521 61
Net receipts	\$826,689 02
Steamers lost during the year—	
America	\$1,017,942 22
Sacramento	600,300 00
Guatemala	\$60,000
Less insurance	20,000
	40,000 00

\$10,000 of the amount of insurance on the Guatemala is still in suit.

The steamers are valued as per estimates last published, at \$1,657,942 22.

Canton Company.

A meeting of the stockholders of this company was held in Baltimore on the 6th inst. Jacob Robins, of New York, presided, with Wm. Dean as Secretary. The report of the President and Directors, also the annual statement of the Treasurer, and reports of the Trustees of the Sinking Fund and President of the Union Railroad Company were read. The following resolutions were offered by Charles J. Baker, and unanimously adopted:

Resolved, That the Board of Directors be, and are hereby authorized and empowered to declare a dividend of such ascertained amount of funds so diverted, and return the same to the stockholders, in such manner and at such time as shall be judged by them most expedient.

Resolved, That the remainder of said bonds shall be used and disposed of by said Board of Directors, in their discretion, for the improvement and development of the property of the company, and also for the promotion and furtherance of its interests, and also the general purposes thereof, as authorized by its charter: provided, however, that no dividend shall be declared or made payable out of said bonds, or proceeds thereof, except the dividend above authorized.

Resolved, That in creating the sinking fund mentioned in the foregoing resolution due regard shall be had to the rights of the holders of the bonds of said Canton Company, issued under and by virtue of the act of General Assembly of Maryland, passed in 1872, chapter 69, entitled "an act to amend the charter of the Canton Company of Baltimore."

The election of Directors for the ensuing year was then proceeded with. Messrs. George S. Brown, Chas. Weber and Wm. Kimmel, the judges of election, opened the polls and proceeded to receive the ballots, the result of which was the unanimous election of the following gentlemen as Directors for the ensuing year: James H. Banker, William Mertens, William Butler Duncan and Samuel L. M. Barlow, of New York; Charles J. Baker, George S. Brown, William G. Harrison, Charles Weber and S. Sprigg Belt, of Baltimore.

The President of the Company, C. J. Baker, Esq., in submitting his annual report to the stockholders congratulated them upon the completion of the Union Railroad tunnel, which will be formally opened to travel and trade in a few days. After referring to the various hindrances which befel the enterprise prior to 1870 the report recounts the final action of the Canton Company in regard to the great work as follows:

"The enterprise seemed again to fail, when Wm. G. Harrison, the President of the Union Railroad, fully alive to the vast importance of the work, and impressed with its great value to the Canton Company, addressed a letter to your President in which was clearly and forcibly set forth

all the advantages that must result in enhancing the value of Canton lands and her extended water fronts, and which, after being laid before the directors and stockholders, and duly considered, it was unanimously determined, at a general meeting of the stockholders, held October 28, 1870, that the true interests of the Canton Company demanded that she should subscribe for the whole amount of the stock of the Union Railroad Company, and endorse the whole \$900,000 of its bonds, and to build the entire road, without asking the aid or co-operation of any. The work was not, however, let to the contractor until the spring of 1871, and since which time this stupendous undertaking has progressed without any intermission, notwithstanding the serious difficulties and obstacles encountered, until to-day we are able to present you a great work and a grand tunnel second to none in importance in this country or Europe. Considering the magnitude of the work, the wonder is that it has been completed in so short a time."

The course of the Union Railroad is given as follows:

"The Union Railroad commences at present at its junction with the track of the Northern Central Railroad, near Charles St., and its terminus at tide-water at Canton, and together with its eastward branch, connecting with the Philadelphia, Wilmington and Baltimore Railroad, makes about 7½ miles of double track road—making with sidings and switchings about 18 miles of rails. It is laid with a heavy 72-pound iron rail. The great Union Tunnel is ½ of a mile long, and is excavated 50 to 70 feet deep, and double arched. It runs under Greenmount avenue and under the bed of Hoffman street, through the city, passing under the beds of ten streets and avenues, until it emerges at its eastern mouth and passes over Broadway and Belair avenues by handsome iron bridges. On a graceful curve it crosses Ann, Bidle and Chase on to Eager streets, and thence along the bed of same at grade until it extends into Baltimore county, and curving thence eastwardly, one branch connects with the P. W. and B. Railroad, making the all rail through route to Philadelphia and New York. The other track goes due south until it reaches the lands of the Canton Company, through which it passes over three miles, until it terminates at tide-water on Ninth street."

Touching the revenue to be derived from this road, the President says:

"The charter allows the Company to charge as the maximum rate ten cents toll per mile, per passenger, and five cents per ton per mile for freight. The passenger mainly will travel over three and a-half miles of the road, and the freight must go over seven miles.

"By actual count 1,100 passengers average per day go to and from Baltimore on the P. W. & B. Railroad, say, in round numbers, 400,000 passengers for the year—300,000 would certainly prefer the Union Tunnel route, which is direct and unbroken, all by steam—at 35 cents would make \$105,000. Two millions of tons of coal, iron, lumber, oil and other merchandise would be a small estimate per annum at five cents per ton or say 30 cents for the seven miles, would make an income of \$600,000."

With regard to the business operations of the Company for the past year the report says:

"The business operations of the Canton Company for the past year have been very satisfactory, and especially so for the last three months, the total amount of sales and leases being largely in excess over any previous year. The aggregate amount of sales of land annuities and houses being \$239,631 16, and that of leases executed and under negotiation to the value of \$398,800 yielding an annual rent of \$23,898, making a grand total of \$637,931 16.

"The erection of a large grain elevator, to be built of brick and iron mainly, is now under consideration. The grain will be shipped via the Northern Central Railroad and other roads, and

over the Union Railroad to the elevator at tide water.

"A large car wheel works has been established on land formerly leased by the Canton Company, and is now in successful operation. A large locomotive works, with a capital of not less than half a million, is under formation, and also a large car and coach building works.

"A suitable section of the Canton property has been set apart for saw mills and planing works, and the lumber yards connected therewith. Two parties are negotiating for two lots of from three to six acres each, with ample water front. A branch of the Union Railroad will be extended to said property as soon as the improvements are commenced."

The report of the Treasurer shows the receipts to have been for the year \$711,214 51, of which \$540,000 was the net proceeds of sale of Canton bonds, issued to pay the balance of stock subscriptions of the Canton Company to the Union Railroad, leaving \$171,214 50 received from other sources.

A sinking fund for the redemption of the second mortgage bonds of the Union Railroad, endorsed by the Canton Company, has been created by conveying to the trustees of the former trust \$173,483 33 of ground rents, yielding an annual income of \$10,400. This fund, with its accretions, will fully liquidate the bonds in gold in 1900, as well as setting apart one-fifth of same to redeem the Canton bonds issued in July last, as required by the compact, and redeemable in 1882.

The sinking fund of the first mortgage bonds now amount, with its accretions, to

Union Railroad bonds purchased.....	\$2,511,550 67
The Canton Company Sinking Fund	86,500 00
Union Railroad bonds purchased.....	3,482 50
Union Railroad bonds purchased.....	3,000 00

The disbursements are \$719,523 40, of which \$474,000 was paid on Union Railroad stock subscription, \$20,000 on call loan account, \$74,802 07 on bills payable, and \$20,256 44 interest on Canton bonds due January 1, 1873. The large amount of the balance of the disbursements has been for grading, opening, paving and stelling streets and roads, and building wharves, &c., all of which is a permanent improvement to the Company's property.

Illinois Central Railroad.

At the annual meeting of the stockholders of this company, held in Chicago on the 28th ult., the President submitted the following statement for the information of the shareholders:

Your property comprises 705½ miles of main track, and 127 miles of sidings and double track, 197 locomotives, 4,772 freight and passenger cars. With the exception of 2,810 feet of wooden bridges to be replaced with iron, all the bridges and culverts are of masonry and iron.

The right of way on the major part of the line is 200 feet in width.

The station property now enclosed at Chicago upon the lake shore embraces fifty acres.

Generally, at other stations, all the land required in advance of any possible want for many years is secured.

There is no engagement with any car association, either freight or passenger, for using the lines of this company. It has adhered to the policy of building and owning the entire rolling stock.

The engagements with other companies are: First, annual payment of \$75,000 per annum, for the use of part of the Toledo, Peoria and Warsaw Railway Line, between our main line and branch, which contract is a source of profit. It expires in about six years.

The lease of the line from Dubuque to Sioux

City, 326.58 miles, was for twenty years; by the payment of 85 per cent for ten years, and 36 per cent for ten years, upon the gross traffic received upon that line.

The Dubuque and Sioux City Company had leased the Cedar Falls and Minnesota Road, agreeing to pay \$1,500 per mile per annum, for its use, which was assumed. This road was 75.58 miles in length.

This company has engagements to devote from fifteen to twenty-five per cent of the gross traffic derived from several connecting lines, to the purchase of their bonds.

These obligations are of trifling importance, with the exception of the engagement made with the railway from Cairo to New Orleans, now under construction. To secure this important connection, the directors authorized setting aside twenty-five per cent of the gross receipts, devoting it to the purchase of the bonds of the two Southern Companies, agreeing to accept tender at not exceeding par, for at least one hundred bonds of each company each year.

Our traffic to and from the South is growing in importance. Last year the business exceeded \$1,000,000. With the direct railway connection we may look for a large increase upon this traffic at an early period.

The total outlays as shown in the general balance sheet of 31st December last were.....\$34,224,092 06
The working stock of supplies.... 745,961 68

Making.....\$34,970,053 74

To which should be added the loss of interest paid during the construction of the road, and until the earnings exceeded the interest charged, \$3,676,802 37, making \$38,546,856 11.

The directors have ordered \$290,000 to be added to the sum of \$2,761,500 now in the "sinking fund," which, with the interest to accrue before the maturity of the bonds, will discharge the construction mortgage debt.

With this adjustment the \$38,546,856 11 is represented by

Redemption bonds due 1st April, 1875.....\$2,500,000 00
Redemption 6 per cent currency bonds, due 1st April, 1890..... 2,500,000 00
And stock..... 25,500,000 00

Making an aggregate of.....\$30,500,000 00

Which is \$8,000,000 less than the cost of the property.

The company held January first, obligations for \$1,472,562 15 on contracts for lands sold, and had 344,368 acres of land for sale.

The original engagement with the State of Illinois stipulated that, at the expiration of ten years after the completion of the line, the unsold land should be offered at public sale. The company considers that it has fully complied with this requirement, but in view of the feeling entertained in the State, and the recent action of its Legislature, it is desirable to close out these lands, even at a sacrifice, to avoid any difference with the State authorities upon this subject. Pending negotiations for about 300,000 acres of this land will probably be concluded upon terms which will aid in providing for the Redemption Bonds due in 1875.

The President has the satisfaction to express to the shareholders the belief that the causes which led to so large a diminution in net results of the operation of the road last year are gradually being remedied, and that the efforts making by the Trunk lines, leading to the East to accommodate a larger traffic, with a better present supply of vessels upon the lakes have already produced higher prices for grain at Chicago, and that the benefit to be derived from the New Orleans line, will doubtless commence early in the autumn. Thus we may look for an increasing traffic during the remaining months of this year.

In this connection it may not be superfluous to state in view of the alarm which has disturbed

the minds of many railway shareholders by the unexpected transfer of the management and control of several railway properties in this country, that upwards of nine-tenths of our capital stock is registered in the names of investors, and that the number of shareholders has so largely increased that the control of this property can only be obtained by actual purchase. It is desirable that the shareholders should renew their proxies each year, and give specific instructions if a change in the board of directors is desired.

Atchison, Topeka and Santa Fe Railroad.

The annual meeting of this company was held at Topeka, Kansas, on the 22d ult., the President, Hon. Ginery Twitchell, in the chair. After some preliminary business, the meeting proceeded to the election of a board of directors. The whole number of votes cast was 64,885—all of which were for the following gentlemen: Ginery Twitchell, Thomas Nickerson, Joseph Nickerson, F. H. Peabody, Alden Speare, George B. Wilbur, Isaac T. Barr, and B. P. Cheney, of Boston; Henry Strong, of Chicago; C. K. Holliday, Thomas J. Peter and D. L. Lasin, of Kansas; and George Opdyke, of New York. This is the old board with the exception of Mr. Raymond of Boston and Mr. Sherbrook of Cincinnati, both of whom decline a re-election. Mr. Twitchell declined before the ballot to serve any longer as president, and Mr. Barr as vice-president, and resolutions were unanimously adopted in recognition of their services. After which the president submitted the following report to the stockholders:

To the Stockholders of the Atchison, Topeka and Santa Fe Railroad:

The year ending March 31, 1873, has been the crisis in the affairs of your road. The charter was granted March 3, 1863. The route prescribed was from Atchison on the Missouri river to the western boundary of the State of Kansas, in the direction of Santa Fe, New Mexico, a distance estimated at 500 miles. The time for completion was limited to ten years, which expired March 3, 1873. Five years and six months were allowed to pass without commencing operations. In September, 1868, the charter was transferred to new parties. Thirteen per cent of the stock is now held in Kansas and the West, twelve per cent in New York, and seventy-five per cent in New England. In 1869, 28 miles were built; in 1870, 34 miles; in 1871, 75 miles. The western boundary of Kansas not having been established we estimated the remainder to be built at about 343 miles. The time for the completion of the road and telegraph was limited, and only one year remained. The consequence, if it should not be completed within the time would be serious. The advancing cost of materials and rates for money, the waning confidence in great public enterprises of this kind and their management, the fact that five millions of money would have to be raised presented serious difficulties and embarrassments. An effort was made in Congress to get the time for completing the road extended for two years, but in view of the delay and the uncertainty of favorable action, during the exciting and all-absorbing Presidential contest, when politicians consult policy sometimes at the expense of good faith and principle, the directors on the 22d of March, 1872, voted to make the arrangements and efforts necessary to complete the road within the year. The means were provided, and the work completed, but the advance in materials, the tightness in the money market, the indispensable and unprecedented rapidity with which it was performed, have increased the cost more than six hundred thousand dollars.

The road was completed and cars run over the entire line from Atchison, on the Missouri river, to Sargent, on the western boundary of Kansas, 469½ miles on the 28th day of December last

thus 332½ miles were built in less than nine months. The road is well built with a good quality of rails fish jointed, laid upon oak ties, transported on an average more than 500 miles. It runs by the side of the Arkansas river for 300 miles, is of easy grades and curves, and is equipped with 38 first-class engines and 700 cars, as will appear by the report of the general superintendent. The amount of business upon it for a new road in a new country is unprecedented. The earnings for the portion operated last year were over \$4000 per mile of road per year. Five thousand dollars per mile extended over the entire road will pay the running expenses and interest on the cost of the road. We do not expect to earn that amount this year or the next, but we do confidently hope to do so at the end of the third year. The earnings of the Boston and Worcester Railroad the first year after it was opened to Worcester were only \$2,395 per mile of road. The third year they were \$4,720, the last year of its separate existence (1867) they reached \$28,152.

The business on the line of your road in Kansas has increased more rapidly than it did on the line of the Boston and Worcester for the same length of time, and the company having the control of the lands and tariff have it in their power to more than double the business at all new points in one year. The financial condition of the company will appear by the treasurer's report.

In addition to the road built and owned by the company we are operating a branch from Newton to Wichita, 27½ miles long, at a rental of 35 per cent of the gross earnings. The Texas cattle are transported over this branch in large quantities. It now ends at the border of the Osage Indian Trust Lands, but may, and probably will, be extended through these lands and the Indian Territory to Texas at no very distant day. The main road now terminates at the boundary of Colorado; the whole distance from Atchison to this point was estimated before the boundary was established by the United States Government at 500 miles, but the actual distance as the road is built is 469½ miles, making with the Wichita branch (27½ miles) 397 miles operated by the company. This road will eventually form an important link in the great line between the Atlantic and Pacific, passing through the most valuable and productive mining region of Colorado and New Mexico. A bill giving a right of way for the extension of the road passed the House of Representatives at its last session, but was left on the table of the Senate with other unfinished business. A territorial charter, however, has been obtained and will be used for its extension whenever the company holding the charter think it expedient.

The route is feasible and desirable, and is certain to be occupied at no distant day.

The land secured to the company by the building of the road within the time prescribed is 8,400 acres per mile of road, or 3,004,800 acres. The quality of the land is not excelled by any in the State or country. The country through which the road passes has been aptly called "the garden of Kansas." At \$1 per acre, the proceeds of these lands will pay the entire cost of the road. The plan adopted for their sale and the terms of payment are desirable and easy for the purchaser. The enterprise appears to be a public and private success, judiciously planned and economically executed. It requires honesty, capacity, and constant application, to assure its continued healthy growth and future prosperity.

The professional and practical qualifications of your future president, the competency and fitness of your other officers tested by experience, and the high character of your trustees, offer the best guarantees for its future success. Appended are the reports of the general Superintendents of the road and lands, and the treasurer's trial balance, all of which is respectfully submitted.

GINERY TWICHELL, President.

Boston, May 1, 1873.

After the meeting the directors met and organized by the choice of Mr. Strong as President and Mr. Thomas Nickerson as Vice President.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,560	212,109	122,166	75,971	1,470,833
1868.....	64,463	86,987	81,896	98,451	106,856	164,729	256,690	261,832	292,770	296,422	286,562	342,743	2,800,787
1869.....	212,604	218,982	291,808	485,045	568,270	556,080	532,667	611,854	600,788	673,642	686,366	497,659	6,870,882
1870.....	413,104	394,176	488,532	653,766	768,720	729,274	788,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	636,499	485,490	614,447	720,929	892,341	795,176	869,297	1,000,873	995,922	981,006	897,234	672,368	9,497,072
1872.....	692,223	671,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285,516	1,299,900	1,007,126	12,900,126
1873.....	662,890	691,016	974,490	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1867.....	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,096,153
1868.....	245,787	167,532	238,961	282,166	335,510	342,358	354,244	416,982	408,999	426,752	399,102	330,109	3,892,861
1869.....	276,117	276,140	297,094	279,121	303,342	384,504	404,012	558,101	480,196	503,746	408,669	361,701	4,508,043
1870.....	343,182	616,099	858,727	828,390	846,833	402,854	351,045	493,232	506,623	468,212	397,513	340,861	4,981,563
1871.....	281,109	316,037	842,897	348,039	408,686	408,659	418,709	506,681	497,619	476,608	441,197	404,264	4,849,405
1872.....	353,235	642,669	864,999	358,934	461,290	406,097	538,668	584,163	507,617	473,227	465,007	377,687	5,278,910
1873.....	371,708	832,902	373,217	379,879	409,254	419,190	498,352	569,892	497,261	640,760	481,816	392,004	6,166,326
1874.....	362,608	492,477	424,614	412,218	426,313	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1867.....	.....	.....	.....	.....	.....	866,100	281,334	296,109	473,156	551,122	436,945	407,688	2,511,544
1868.....	278,578	217,589	390,355	421,363	466,890	566,148	480,770	619,306	609,005	729,750	716,378	563,400	6,114,566
1869.....	482,164	499,295	468,363	586,623	556,623	747,942	702,691	767,508	946,707	952,683	754,671	547,842	7,976,490
1870.....	623,506	599,917	623,545	637,619	858,948	926,953	808,524	797,475	1,000,086	1,200,210	1,010,892	712,359	9,299,436
1871.....	696,147	764,064	766,896	774,289	896,712	898,068	898,214	1,068,237	1,448,942	1,541,057	1,211,630	879,900	11,632,739
1872.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,070,674	1,251,940	1,507,479	1,570,067	1,107,084	1,007,087	13,384,471
1873.....	890,287	1,142,166	1,112,100	1,128,444	1,251,861	1,187,058	1,037,974	1,305,873	1,371,798	1,440,145	945,768	845,768	13,555,467
1874.....	705,026	765,783	858,569	929,077	1,177,897	1,139,284	1,084,963	1,227,513	1,289,282	1,306,388	1,087,994	773,494	12,203,403
1875.....	665,428	602,482	714,994	787,641	1,064,101	862,899	861,840	1,099,337	1,281,574	1,047,818	1,006,235	662,422	11,008,217
1876.....	774,866	714,122	846,394	900,876	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cln. and Indianapolis:													
1867.....	242,205	226,100	242,609	236,435	183,969	208,696	218,247	271,425	287,451	293,296	262,798	220,061	2,918,342
1868.....	204,112	180,840	239,622	247,661	241,456	289,466	265,267	341,783	320,025	329,615	271,556	242,621	3,095,963
1869.....	208,040	226,897	244,182	246,043	250,169	274,021	249,556	319,012	317,887	339,239	311,573	294,150	3,273,719
1870.....	270,304	273,761	385,149	296,460	281,491	288,776	314,550	360,759	374,671	388,723	340,626	317,773	3,768,343
1871.....	320,022	372,619	351,113	373,619	341,104	328,268	401,262	417,328	439,581	389,890	358,748	4,442,023	.....
1872.....	358,612	406,949	465,517	432,928	394,458	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1867.....	1,058,469	971,193	1,201,500	1,283,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,464	1,417,211	17,398,527
1868.....	1,332,994	1,294,076	1,460,174	1,648,813	1,776,834	1,668,961	1,680,923	1,825,243	1,643,464	1,748,762	1,704,374	1,392,616	18,694,096
1869.....	1,516,831	1,329,422	1,616,382	1,641,968	1,764,321	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867.....	647,120	624,871	417,071	440,271	477,027	516,498	625,242	709,327	738,590	823,901	727,810	618,329	7,160,992
1868.....	687,443	636,165	444,443	618,900	572,551	626,249	649,714	794,325	898,967	931,530	885,401	681,041	7,817,829
1869.....	668,138	624,693	709,645	668,282	640,975	775,261	696,328	841,368	979,401	914,406	814,413	696,677	8,923,482
1870.....	625,283	601,789	601,220	665,087	684,539	712,647	627,216	899,062	901,235	903,225	811,708	697,751	8,678,585
1871.....	624,744	629,617	563,598	620,223	713,162	718,722	707,992	836,041	890,287	753,184	758,458	688,181	8,401,142
1872.....	687,436	631,627	675,398	669,871	648,958	669,368	609,846	783,265	744,782	681,698	696,476	696,693	8,026,184
1873.....	662,949	601,962	644,035	687,690	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1867.....	138,478	152,264	297,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,205	210,197	3,321,518
1868.....	184,606	191,738	300,783	322,576	341,843	322,359	329,838	337,302	349,468	449,418	314,518	223,240	3,698,183
1869.....	150,567	194,786	300,719	352,300	333,764	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1867.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,697	1,245,316	1,235,285	14,797,978
1868.....	1,339,889	1,294,710	1,498,408	1,528,256	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,704,788	1,568,424	1,453,480	17,691,620
1869.....	1,412,368	1,549,285	1,735,739	1,694,643	1,680,968	.....	.....	.....	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1867.....	92,438	81,699	98,432	108,451	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,068
1868.....	98,617	91,666	103,568	109,526	111,033	118,648	114,496	129,358	140,473	132,869	131,019	109,629	1,390,822
1869.....	90,177	98,275	101,379	106,248	110,318	111,117	118,407	123,998	156,531	142,023	141,376	114,576	1,418,808
1870.....	130,883	126,234	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,897	169,826	1,690,714
1871.....	152,577	142,408	150,784	145,568	155,717	154,987	149,550	162,621	191,841	208,977	207,911	204,193	2,029,927
1872.....	170,023	162,565	150,407	190,562	185,683	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867.....	384,120	520,636	386,527	411,514	403,646	366,623	329,950	258,569	473,546	490,772	448,419	374,542	4,744,164
1868.....	337,992	329,128	284,431	412,030	405,283	363,187	326,891	378,890	497,960	611,447	453,873	387,827	4,755,958
1869.....	418,765	442,666	488,090	470,703	480,847	427,096	422,015	529,890	628,690	582,802	577,434	507,605	5,940,102
1870.....	505,686	484,022	568,533	607,678	598,941	506,814	505,808	680,908	667,249	785,238	616,024	570,783	6,988,479
1871.....	476,897	542,003	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	309,228	321,203	383,508	436,412	565,719	468,191	428,396	522,682	1,024,045	1,087,464	560,917	408,880	6,517,646
1868.....	454,690	330,400	420,961	400,288	630,544	678,923	586,331	525,547	734,732	1,040,102	801,136	496,596	7,250,099
1869.....	389,171	382,923	377,671	443,132	750,700	755,737	636,434	681,020	908,318	908,318	791,614	529,768	7,430,431
1870.....	496,760	327,431	400,149	483,884	662,368	658,017	451,113	505,557	815,346	841,150	644,625	473,285	6,660,698
1871.....	460,985	387,526	426,192	474,185	580,432	694,769	498,348	566,729	811,961	950,945	702,868	513,787	6,907,739
1872.....	334,715	423,716	555,065	569,236	806,799	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1867.....	194,112	207,302	294,302	278,247	264,273	249,349	194,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1868.....	202,447	280,617	294,874	289,550	283,221	263,328	266,449	343,195	363,677	341,378	321,659	236,108	3,438,930
1869.....	212,005	219,504	318,765	288,416	284,782	275,351	287,540	329,270	384,128	369,887	358,103	290,552	3,630,696
1870.....	254,319	238,823	303,594	3									

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool....	\$948,994	\$800,213
" cotton....	1,718,795	1,142,276
" silk....	1,678,295	969,885
" flax....	985,842	788,914
Miscellaneous dry goods..	679,752	484,804

Total entered for consump. \$5,956,678 \$4,185,091

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$820,186	\$883,085
" cotton....	441,607	742,729
" silk....	602,048	734,758
" flax....	880,630	495,585
Miscellaneous dry goods..	188,056	169,928

Total withdrawn from warehouse \$2,432,527 \$3,025,980

Add entered for consump. 5,956,678 4,185,091

Tot. thrown on the market. \$8,889,205 \$7,211,071

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$1,197,196	\$779,848
" cotton....	792,734	385,624
" silk....	768,625	287,188
" flax....	784,036	352,281
Miscellaneous dry goods..	322,003	161,011

Total entered for wareh'g. \$3,864,594 \$1,965,952

Add entered for consump. 5,956,678 4,185,091

Total entered at the port. \$9,821,272 \$6,151,043

The imports of foreign dry goods at New York for five months ending with May, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	\$11,935,446	\$10,611,769
" cotton....	12,022,692	10,787,779
" silk....	13,370,640	9,487,882
" flax....	6,597,288	5,743,382
Miscellaneous dry goods.	5,128,351	3,681,680

Total entered for cons'p. \$49,054,417 \$40,262,442

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool...	\$6,426,520	\$6,567,581
" cotton....	3,688,448	4,972,479
" silk....	4,602,160	4,980,422
" flax....	3,082,430	3,459,079
Miscellaneous dry goods.	918,098	1,012,998

Total withdrawn from warehouse \$18,717,656 \$20,982,559

Add entered for consump. 49,054,417 40,262,442

Total thrown on the market \$67,772,073 \$61,245,001

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$6,868,488	\$5,894,885
" cotton....	4,022,868	4,582,938
" silk....	4,969,099	4,681,049
" flax....	2,250,247	2,904,808
Miscellaneous dry goods.	1,833,245	1,067,428

Total entered warehouse \$20,443,445 \$19,080,898

Add entered for consump. 49,054,417 40,262,442

Total entered at the port. \$69,497,862 \$59,343,340

Imports of foreign dry goods at New York for eleven months from July 1.

Year.	Value.
1868.....	\$78,072,558
1869.....	88,181,658
1870.....	91,855,780
1871.....	120,171,438
1872.....	184,182,261
1873.....	120,955,449

Finances of Ohio.

The Commissioners of the Sinking Fund have filed with the Governor their report for the six months ending on the 15th of May. The balance in the treasury on the 15th of November, 1872, was \$243,047 03; the receipts for six months ending May 15, 1873, were \$762,668 74, making a total of \$1,005,715 77. The disbursements amounted to \$711,482 10, leaving a balance in the treasury on the 15th of May of \$294,233 67. The amount on deposit in the American Exchange National Bank of New York, for the redemption of the funded debt, was \$37,242 02. The total amount, therefore, of the sinking fund on hand on the 15th of May was \$331,475 69. On the 15th of November, 1872, the funded debt was \$8,583,546 37. The redemptions during the six months amounted to \$227,164 27, leaving outstanding on the 15th of May \$8,356,382 10, of which \$8,354,717 10 is payable in New York, and \$1,665 in Columbus.

Statement of the Public Debt of the United States June 1, 1873.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1868.....	\$20,000,000 00	\$416,666 67
6 per cent. 1881 bonds, 1861.....	18,415,000 00	400,375 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	4,738,033 75
6 per cent. 5-20 bonds, 1862.....	263,252,650 00	1,316,363 25
6 per cent. 1881 bonds, 1863.....	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864.....	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864.....	2,292,000 00	11,460 00
6 per cent. 5-20 bonds, 1864.....	66,738,150 00	333,690 75
6 per cent. 5-20 bonds, 1865.....	155,516,450 00	777,582 25
6 per cent. consols, 1865.....	207,231,600 00	5,180,780 00
6 per cent. consols, 1867.....	315,474,550 00	7,886,863 75
6 per cent. consols, 1868.....	38,531,900 00	963,297 50
5 per cent. funded loan of 1881	200,000,000 00	833,333 33

Aggregate of debt bearing coin interest.....\$1,747,306,950 00 \$27,244,172 50
Interest due and unpaid.....7,910,025 52

	Amount Outstanding.	Interest due and unpaid.
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,780 00

Aggregate of debt bearing interest in lawful money.... \$14,678,000 00 \$181,780 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	172 00
6 per cent. bounty land scrip, 1847.....	3,800 00	229 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,200 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	558,500 00	97,011 08
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	208 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.....	3,150 00	375 00
7-10 per cent. 3 years' treasury notes, 1861.....	19,250 00	1,476 95
5 per cent. 1 year notes, 1863.....	85,295 00	4,326 85
5 per cent. 2 year notes, 1863.....	68,700 00	4,069 67
6 per cent. compound interest notes, 1863-64.....	489,370 00	97,446 28
7-10 per cent. 3 years' treasury notes, 1864-65.....	277,800 00	23,928 17
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	318 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,843 80
3 per cent. certificates called.	240,000 00	3,600 00

Aggregate of debt on which interest has ceased since maturity.....\$2,156,270 26 \$319,421 19

	Amount Outstanding.	Interest.
DEBT BEARING NO INTEREST		
Demand notes, 1861-62.....	\$82,622 50	
Legal tender notes, 1862-63.....	356,000,000 00	
Certificates of deposit.....	29,125,000 00	
Fractional currency, 1862-64.....	45,276,642 21	
Coin certificates, 1863.....	30,448,900 00	
Unclaimed interest.....		14,504 84
Aggregate of debt bearing no interest.....	\$480,932,864 71	\$14,504 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,332,738,650 00	
Bonds at 5 per cent.....	414,567,300 00	
	\$1,747,306,950 00	\$35,154,198 02
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$14,678,000 00	\$181,780 00
Debt on which interest has ceased since maturity.....	2,156,270 26	\$319,421 19
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$356,082,622 50	
Certificates of deposit.....	29,125,000 00	
Fractional currency.....	45,276,642 21	
Coin Certificates.....	30,448,900 00	
	\$460,982,864 71	
Unclaimed interest.....		14,504 84
	\$2,225,078,084 97	\$35,689,964 05
Total debt, principal and interest to date, including interest due and unpaid.....	\$2,260,742,989 02	

AMOUNT IN TREASURY.

	Amount Outstanding.	Accrued Interest not paid.
Coin.....	\$75,558,316 16	
Currency.....	6,085,799 40	
Special deposit held for redemption of certificates of deposit as provided by law...	29,125,000 00	
	\$110,779,115 56	
Debt, less amount in Treasury, June 1, 1873.....	\$2,149,963,873 46	
Debt, less amount in Treasury, on the 1st ult. 2,163,499,156 96		
Decrease of debt during the past month.....	\$3,525,282 50	
Decrease of debt since March 1, 1873.....	7,416,827 07	
Decrease from March 1, '69 to March 1, '73.....	365,082,559 48	

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$647,128 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.....	27,238,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-64.....	1,970,580 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,587 80

Interest paid by United States, \$18,500,230 00; interest repaid by transportation of mails, &c., \$4,185,778 18; balance of interest paid by United States, \$14,314,507 72.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Illinois Central Railroad.

The statement of this Company for the month of May, 1873, is as follows:

LAND DEPARTMENT.

	Acres	Construction Lands	Sold.....	1,068.24 for	\$8,563 68
Acres Interest Fund Lands					
Sold.....	516.18 for				12,323 60
Acres Free Lands Sold...	120.00 for				1,224 00
Total sales during the m'th of May, 1873.....				1,704.42 for	\$22,111 28
To which add Town Lot Sales.....					750 00
Total of all.....				1,704.42 for	\$22,861 28

Cash collected in May, 1873..... \$29,120 87

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.	
Freight.....	\$365,767 00	\$84,567 00	\$450,334 00
Passengers.....	103,862 65	37,963 73	141,826 35
Mails.....	6,875 00	3,059 38	9,934 35
Other sources.....	88,625 00	2,410 67	90,035 67
Tot'l May '73.....	\$559,629 65	\$128,000 70	\$687,630 35
Total actual earnings, May, 1872.....	\$539,581 94	\$109,378 41	\$648,960 35

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable
Albany and Susquehanna	100	J. & J.	Jan. '73 31	Long Island	50	M. & S.	May '73 10	Vermont and Mass.	100	M. & N.	May '73 2
Allegheny Valley	50	J. & J.	July '71 4	Louisv. Cin. and Lex.	50	J. & J.	July '69 3	Warren (N. J.)	100	J. & D.	Dec. '71 31
Atlanta and West Point	100	J. & J.	July '71 4	Louisville and Nashville	100	F. & A.	Feb. '73 3	Warwick Valley	100	A. & O.	Apr. '72 24
Atlantic and Gulf	100	J. & J.	July '71 31	Louisv. N. Alb. & Ohi.	100	J. & D.	Dec. '70 3	West Jersey	100	F. & A.	Feb. '73 4
Atlantic and St. Law.	100	M. & S.	Mar. '73 2	Lowell and Lawrence	100	A. & O.	Apr. '73 3	Winchester and Potomac	100	J. & J.	Jan. '73 3
Avon, Genesee & Mt. M.	100	A. & O.	Oct. '72 11	Lykens Valley	20	F. M. A. N.	Feb. '73 24	Winchester and Strasburg	100	J. & J.	Jan. '72 31
Baltimore and Ohio	100	M. & N.	May '73 5	Macon and Western	100	J. & J.	Jan. '73 5	Worcester and Nashua	75	J. & J.	Jan. '73 31
Baltimore Br.	100	A. & O.	Apr. '73 5	Maine Central	100	J. & J.	Jan. '73 5				
Boston and Albany	50	J. & D.	Dec. '72 2	Manchester and Law.	100	M. & N.	May '73 5				
Bos. Cin. & Pith.	100	J. & D.	Dec. '72 2	Marietta & Cincinnati	50	J. & J.	Jan. '73 5				
Boston and Lowell	100	J. & J.	Jan. '73 4	" 1st pref.	50	M. & S.	Sep. '68 3				
Boston and Maine	100	J. & J.	Jan. '73 4	" 2d pref.	50	M. & S.	Sep. '68 3				
Boston and Providence	100	M. & N.	May '73 5	Massachusetts	100	F. & A.	Feb. '73 3				
Buffalo, N. Y. and Erie	100	F. & A.	Feb. '73 31	Memphis & Charleston	25	J. & D.	Jan. '73 4				
Burlington and Mo. Riv.	100	M. & S.	Mar. '73 5	Michigan Central	100	J. & J.	Jan. '73 4				
Burlington and Albany	100	M. & S.	Mar. '73 5	Mill Creek & Mineh.	50	J. & J.	Jan. '73 4				
Camden and Amboy	100	J. & J.	Apr. '73 24	Milwaukee and St. Paul	100	J. & J.	Jan. '73 4				
Camden and Atlantic	50	J. & J.	Apr. '73 24	" pref.	100	F. & A.	Feb. '73 31				
Cape Cod	50	J. & J.	Jan. '73 24	M. Hill & Schuyl. Hav.	50	J. & J.	Jan. '73 4				
Cape May and Millville	50	J. & D.	Dec. '72 3	Morris and Essex	50	J. & D.	Dec. '72 31				
Catawba and Foggel	50	J. & J.	Nov. '71 6	Nashua and Lowell	100	M. & N.	May '73 5				
Catawba	50	M. & N.	May '73 31	Naugatuck	100	F. & A.	Aug. '72 54				
Cayuga and Susquehanna	50	J. & J.	Jan. '73 5	Nesquehoning Valley	50	M. & S.	Mar. '73 5				
Cedar Rapids & M. R.	100	M. & N.	May '73 31	Newark and N. York	100	J. & J.	Jan. '73 10				
Central of Georgia	100	J. & J.	Jan. '73 5	N. Bedford & Taunton	100	M. & N.	May '73 10				
Central of New Jersey	100	J. & J.	Jan. '73 5	N. Castle & Beaver Val.	50	J. & J.	Aug. '69 12				
Central Ohio	50	J. & D.	June '73 3	N. Haven & Northamp.	100	J. & J.	Sept. '73 3				
Chenango	100	J. & J.	Oct. '72 11	New Jersey	100	J. & J.	Apr. '73 24				
Chesapeake, preferred	100	M. & S.	Mar. '73 5	New London Northern	100	J. & J.	Jan. '73 5				
Chicago and Alton	100	M. & S.	Mar. '73 5	N. Y. Cen. & Hudson R.	100	A. & O.	Apr. '73 4				
Chicago and Burlington	100	M. & S.	Mar. '73 5	New York and Harlem	100	J. & J.	July '73 4				
Chicago, Iowa & Nebraska	100	J. & J.	Jan. '73 4	" pref.	100	J. & J.	July '73 4				
Chicago & N. Western	100	J. & D.	Dec. '72 31	N. Y. N. H. & Haris.	100	J. & J.	July '73 5				
Chicago & St. Paul	100	J. & D.	Dec. '72 31	N. Y. Provid. & Boston	100	J. & J.	Apr. '73 24				
Chicago, R. I. & Pacific	100	A. & O.	Apr. '73 4	Niag. Bridge & Canada	100	J. & J.	Jan. '73 3				
Cin. Ham. & Dayton	100	A. & O.	Apr. '73 4	North Carolina	100	M. & N.	May '73 4				
Cin. Sand. and Cleve.	100	M. & N.	May '73 3	North Eastern (N. C.)	100	M. & N.	May '73 4				
Clev. Col. Cin. & Ind.	100	M. & N.	May '73 3	North Pennsylvania	50	J. & J.	Jan. '73 3				
Cleveland & Mahoning	50	M. & N.	May '73 3	Norfolk Central	50	M. & N.	Nov. '72 3				
Cleveland & Pittsburg	50	M. & N.	May '73 3	Northern Central	50	M. & N.	Nov. '72 3				
Colum. & Hocking Val.	100	M. & N.	May '73 3	Northern N. Hampsh.	100	J. & D.	Jan. '73 4				
Concord	100	F. & A.	Feb. '73 3	Northern New Jersey	100	J. & J.	Jan. '73 4				
Concord and Ports.	100	F. & A.	Feb. '73 3	Norwich and Worcester	100	J. & J.	Jan. '73 4				
Conn. & Passaic Riv.	100	J. & J.	July '73 5	Ogdensab. & L. Champl.	100	J. & J.	Jan. '73 4				
Connecticut River	100	J. & J.	July '73 5	" pref.	100	A. & O.	Apr. '73 4				
Cooperstown and Susq.	100	J. & J.	July '73 5	Ohio and Mississippi	100	J. & J.	Apr. '73 4				
Cumberland Valley	50	A. & O.	Apr. '73 4	" pref.	100	J. & J.	Apr. '73 4				
Danbury and Newburgh	50	M. & S.	Mar. '73 5	Oil Cr. & Allegheny R.	50	J. & J.	June '73 31				
Dela. Lackaw. & Westn.	50	J. & J.	July '73 24	Old Colony & Newport	50	J. & J.	Jan. '73 3				
Detroit & Milwaukee	50	J. & J.	July '73 24	Oswego and Syracuse	100	F. & A.	Feb. '73 3				
Dubuque & Sioux City	100	J. & J.	Oct. '72 3	Pacific of Missouri	100	J. & J.	July '73 3				
East Pennsylvania	50	J. & J.	Jan. '73 3	Panama	100	J. & J.	July '73 3				
East Mahanoy	50	J. & J.	Jan. '73 3	Paterson and Hudson	100	J. & J.	Jan. '73 4				
Eastern (N. H.)	100	J. & J.	Jan. '73 3	Paterson and Newark	100	J. & J.	Jan. '73 4				
Eastern (N. H.) & Canand.	100	F. & A.	Feb. '73 31	Paterson and Ramapo	100	J. & J.	Jan. '73 4				
Elmira, Jef. & Williamsport	50	M. & N.	May '73 31	Pemb. & Hightstown	50	J. & J.	Jan. '73 4				
Elmira & Williamsport	50	M. & N.	May '73 31	Pennsylvania	50	M. & N.	May '73 4				
Erie Railway	100	J. & J.	Mar. '73 11	Peoria & Bureau Val.	100	F. & A.	May '73 5				
Erie and Pittsburgh	50	M. & S.	Mar. '73 11	Philadelphia and Erie	100	J. & J.	Jan. '73 4				
Fitchburg	100	J. & J.	July '72 4	" pref.	100	J. & J.	July '72 4				
Georgia	100	J. & J.	July '72 4	Phil. Ger. & Norristown	50	M. & S.	June '73 3				
Grand River Val. & Guar.	100	A. & O.	Apr. '73 31	Philadelphia & Reading	50	J. & J.	Jan. '73 5				
Grand Trunk, (Ca.)	100	A. & O.	Apr. '73 31	" pref.	50	J. & J.	Jan. '73 5				
Great Western, (Ca.)	100	F. & A.	Aug. '70 3	Phila. and Trenton	100	J. & J.	July '73 4				
Hannibal & St. Joseph	100	F. & A.	Aug. '70 3	Phila. W. & Balt.	50	J. & J.	July '73 4				
Hanover Branch, (Pa.)	50	M. & N.	May '73 5	Pittsb. Ft. W. & Chi.	100	J. & J.	July '73 4				
Harlem Extension	100	J. & J.	Jan. '73 31	" Special Imp.	100	J. & J.	Apr. '73 13				
Harrisburg & Lancaster	50	J. & J.	Jan. '73 31	Pittsfield & N. Adams	100	J. & J.	Jan. '73 3				
Honolulu, pref.	100	J. & J.	Jan. '73 4	Portland and Kennebec	100	J. & J.	Jan. '73 3				
Huntingdon & Ind. Top.	50	J. & J.	July '68 31	Yarmouth certificates	100	A. & O.	Jan. '73 3				
Illinois Central	100	F. & A.	Feb. '73 4	Port. Saco & Portland	100	J. & J.	Jan. '73 3				
Indianapolis, Cin. & Laf.	50	M. & S.	Sept. '71 4	Providence and Worcester	100	J. & J.	Jan. '73 3				
Iowa Falls & Sioux City	100	J. & J.	Jan. '73 3	Raleigh and Gaston	100	J. & J.	Jan. '73 3				
Jefferson, Mad. & Ind.	100	J. & J.	Jan. '73 3	Rensselaer & Saratoga	100	J. & J.	Jan. '73 3				
Joliet and Chicago	100	J. & J.	Jan. '73 3	Roch. & Genesee Val.	110	J. & J.	Jan. '73 4				
Joliet & North Indiana	100	F. & A.	Feb. '73 5	Rome, Watert. and Ogd.	100	J. & J.	Feb. '73 5				
Lake Shore & Mich. So.	100	F. & A.	Feb. '73 5	Rutland	100	J. & J.	Feb. '73 5				
Lake Shore (Guar.)	100	F. & A.	Feb. '73 5	" pref.	100	J. & J.	Feb. '73 5				
Lawrence	100	J. & J.	Jan. '73 3	Saratoga and Schenec.	100	J. & J.	Apr. '73 31				
Leeds and Farmington	100	M. & N.	May '73 5	Schenyikill Valley	50	J. & J.	Jan. '73 31				
Lehigh & Susquehanna	50	M. & N.	May '73 5	Seaboard and Roanoke	100	M. & N.	Nov. '70 3				
Lehigh Valley	50	J. & J.	Jan. '73 31	Shamokin V. & Pottav.	50	F. & A.	Feb. '73 3				
Little Miami	50	J. & J.	Jan. '73 31	Shore Line	100	J. & J.	Jan. '73 3				
Little Rock Valley	50	J. & J.	Jan. '73 31	South Branch (N. J.)	100	J. & J.	Jan. '73 3				
				South Carolina	100	F. & A.	Feb. '73 1				
				South Western, (Ga.)	100	F. & A.	Feb. '73 1				
				Staten Island	100	J. & J.	July '72 4				
				Stockbridge and Pitts.	100	J. & J.	July '72 4				
				Stony Brook	100	M. & N.	May '72 3				
				Summit Branch	50	F. & A.	May '72 3				
				Sussex (N. J.)	50	J. & J.	Jan. '72 4				
				Syr. Bingham. & N. Y.	100	J. & J.	Sept. '72 4				
				Taunton Branch	100	J. & J.	Jan. '73 4				
				Terre Haute & Indiana	100	J. & J.	Jan. '73 4				
				Tol. Peo. & War. 1st pref.	100	M. & N.	Nov. '72 31				
				Tol. Wat. & West. pref.	100	M. & N.	Nov. '72 31				
				Troy and Greenbush	100	J. & J.	Dec. '71 31				
				Utica and Black River	100	J. & J.	Jan. '73 3				
				Vermont and Canada	100	J. & D.	Dec. '73 0				

CANALS.

Chesapeake and Delaware	50	J. & D.	June '73 3
Chesapeake and Ohio	25	F. & A.	Feb. '73 4
Delaware Division	50	F. & A.	Feb. '73 5
Delaware and Hudson	15,000,000	F. & A.	Feb. '73 5
Delaware and Raritan	100	J. & J.	Apr. '73 24
Erie of Pennsylvania	50	M. & N.	May '73 3
Lehigh Coal & Navigat.	50	J. & J.	Jan. '73 3
Monongahela Navigat.	50	F. & A.	Aug. '72 3
Morris (consolidated)	100	F. & A.	Aug. '72 3
" (preferred)	100	F. & A.	Aug. '72 3
Pennsylvania	50	F. & A.	Aug. '72 3
Schuyl. Nav. (common)	50	F. & A.	Feb. '73 30
" (pref.)	50	F. & A.	Feb. '73 30
Susquehanna and Tide Water	50	F. & A.	Feb. '73 30
Union	50	J. & J.	Jan. '73 3
" preferred	50	J. & J.	Jan. '73 3
W. Branch and Susquehanna	50	J. & J.	Jan. '73 3

MISCELLANEOUS.

Adams Express	100	10,000,000	M. J. S. D.	June '73 2
American Coal	25	1,500,000	M. & S.	Mar. '72 3
Am. March. Union Exp.	100	18,000,000	J. & J.	July '73 3
Ashburton Coal	50	2,500,000	J. & D.	Dec. '69 4
Atlantic Mail Steamship	100	4,000,000	M. J. S. D.	Dec. '67 24
Brunswick City	100	1,000,000	- & -	- - - - -
Butler Coal	25	500,000	J. & D.	Dec. '69 30
Canton	164	731,250	- & -	- - - - -
Consolidation (Md.) Coal	100	10,250,000	J. & J.	Jan. '73 3
Cumberland Coal & Iron	100	500,000	- & -	- - - - -
Maryland Coal	100	4,000,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,333,333	- & -	- - - - -
" pref.	100	8,666,666	- & -	- - - - -
" certif.	100	2,324,000	J. & J.	- - - - -
Pacific Mail Steamship	100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel.	25	3,000,000	- & -	- - - - -
Pennsylvania Coal	50	4,000,000	F. M. A. N.	May '73 5
Pullman Palace Car	100	4,000,000	F. M. A. N.	Feb. '71 6
Quicksilver, common	100	5,700,000	- & -	- - - - -
" preferred	100	4,300,000	- & -	- - - - -
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '73 3
Spruce Hill Coal	10	1,000,000	- & -	- - - - -
United States Express	100	6,000,000	F. M. A. N.	May '73 5
United States Trust	100	1,500,000	J. & J.	July '71 2
Wells Fargo & Co. Exp.	100	6,000,000	J. & J.	Jan. '73 4
West. Union Telegraph	100	35,000,000	J. & J.	July '73 2
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. '69 3
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '69 4

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NATIONAL AND STATE SECURITIES.

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	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.		Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
National Securities June 1, 1873.											
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	1121	Massachusetts—(\$30,712,882):	705,000	5	Varlo	'72-'80	
Loan of February 8, 1861.....registered	13,955,000	5	" " "	1874		State (public works) scrip., '72	364,000	5	June & Dec.	'72-'77	
Loan of February 8, 1861.....registered	13,769,000	5	Jan. & July.	1880	1164	State (public works) scrip.....	2,800,000	6	Jan. & July.	'72-'76	
Oregon War Bonds of March 2, 1861.....coupon	4,656,000	6	" " "	1880	1221	Union Fund Loan, 1861.....	600,000	5	" " "	'77-'78	
Loan of July 17, and Aug. 5, 1861.....registered	128,560,650	6	Jan. & July.	1881	109	Consolidated Loan, 1862.....	839,000	5	" " "	1883	
Loan of Feb. 25, 1862 (5-20).....registered	63,760,700	6	" " "	1881	116	Bounty Loan, 1863.....	4,379,500	5	May & Nov.	1894	
Loan of Feb. 25, 1862 (5-20).....registered	30,834,800	6	May & Nov.	1882	117	Bounty Loan, 1864.....	4,090,744	5	" " "	1894	
Loan of March 3, 1863.....registered	232,637,850	6	" " "	1882	117	War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	1886	
Loan of March 3, 1863.....registered	33,552,450	6	Jan. & July.	1881	116	R. R. & Hoosac Tunnel bonds, \$1,445,700 stig.	7,175,451	5	April & Oct.	'86-'93	
Loan of March 3, 1863.....registered	21,447,550	6	" " "	1881	122	R. R. & Hoosac Tunnel bonds, dollar.	1,166,600	5	" " "	'90-'93	
Loan of March 3, 1864 (5-20).....registered	2,292,000	6	May & Nov.	1884	116	Loan (B. H. & Erie R. R.) £743,600 stig	2,599,024	5	Jan. & July.	1900	
Loan of June 30, 1864 (5-20).....registered	32,434,850	6	May & Nov.	1884	116	Michigan—(\$2,332,993):					
Loan of March 3, 1865 (5-20).....registered	34,303,200	6	" " "	1884	117	Canal Bonds, 1869.....	81,000	6	Jan. & July.	1879	
Loan of March 3, 1865 (5-20).....registered	38,359,750	6	May & Nov.	1885	119	\$2,000,000 Loan Bonds, 1865.....	445,000	5	" " "	1873	
Loan of March 3, 1865 (5-20).....registered	119,156,700	6	" " "	1885	119	\$2,000,000 Loan Bonds, 1865.....	431,000	6	" " "	1878	
2d series (5-20).....registered	58,753,500	6	Jan. & July.	1885	115	\$2,000,000 Loan Bonds, 1865.....	715,000	6	" " "	1883	
3d series (5-20).....registered	148,473,100	6	" " "	1885	120	Renewal Bonds, 1865.....	463,000	7	May & Nov.	1890	
4th series (5-20).....registered	90,908,000	6	Jan. & July.	1887	115	Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	
Loan of March 3, 1864 (10-40).....registered	140,198,450	5	Mar. & Sept.	1904	113	Minnesota—(\$350,000):					
Consols of July 14, '70 & Jan. 20, '71.....registered	54,383,850	5	F. M. A. & N.	1881	116	Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1875	
Consols.....registered	70,413,300	4 1/2	F. M. A. & N.	1886		State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	
Consols.....registered		4 1/2	" " "	1886		Railroad Bonds (suspended) 1868.....	2,275,000	...	June & Dec.	1883	
Consols.....registered		4	F. M. A. & N.	1901		Missouri—(\$17,669,000):					
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)		3	.....	Dem.		State Bonds, prior, 1865-'68.....	439,000	6	Jan. & July.	'82-'86	
Navy Pension Fund of July 23, 1863.....(cur.)	14,000,000	3	.....	Irred.		Railroad Loans Bonds, 1864-'68.....	1,599,000	7	" " "	'87-'88	
Certificate of Indebtedness 1870.....(cur.)	978,000	4	.....	1875		S. W. Br. of Pacific R. R. bonds, guar.	14,496,000	7	" " "	'74-'90	
Pacific R. R. Bonds.....(currency)	64,023,512	6	Jan. & July.	'96-'99	114 1/2	State Bonds, funding, 1867-'68.....	2,727,000	7	" " "	'76-'91	
U. S. Notes and Fractional Currency.....	401,359,235	not	.....	.....		Nevada—(\$60,000):					
State Securities, latest dates.											
Alabama—(\$15,42,000):											
Bonds (old and extended), 1866 and '72.....	2,552,800	5	May & Nov.	'84-'92	59	State Bonds, for floating debt.....	620,000	10	Mar. & Sept.	'72-'87	
Bonds (new), 1866, '68 and '72.....	2,384,000	8	Jan. & July.	'86-'92	83 1/2	New Hampshire—(\$2,405,400):					
Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" " "	'90-'91		War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	
Railroad Bonds endorsed, 1870 and '71.....	13,600,000	8	" " "	'90-'91		War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	
Arkansas—(\$0,400,000):											
Funded Bonds, 1869 and '70.....	2,850,000	6	Jan. & July.	'90-'90	39	War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	
Levee Bonds, 1871.....	2,186,000	7	" " "	1901		New Jersey—(\$2,896,200):					
Deficiency Bonds, 1872.....	300,000	7	" " "	1882		War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	
Railroad Aid Bonds, 1869 '70 and '71.....	5,456,000	7	April & Oct.	'89-'91		War Loan Bonds, 1863, tax free.....	1,002,000	6	" " "	'86-'96	
California—(\$31,500):											
Civil Bonds 1867 and '69.....	2,108,000	7	Jan. & July.	'77-'80	117	War Loan Bonds, 1864, tax free.....	554,400	6	" " "	'97-'02	
Bounty and Relief Bonds, 1863 and '64.....	954,500	7	" " "	'82-'85		New York—(\$38,121,000):					
State Capital Bonds, 1871.....	250,000	7	" " "	1891		General Fund Stock.....	900,000	5	J. A. J. & O.	1875	
Connecticut—(\$5,767,500):											
War Loan, July 1, 1861, (10-20).....	708,700	6	Jan. & July.	1871		General Fund Stock.....	800,000	5	" " "	1878	
War Loan, Jan. 1863 and '64 (20).....	2,384,000	6	" " "	'82-'84	99	General Fund Stock.....	848,107	5	" " "	pleas.	
War Loan, Oct. 1, 1864 (10-30).....	935,500	6	April & Oct.	1874		General Fund Stock.....	1,189,780	5	" " "	pleas.	
War Loan, Oct. 1, 1865 (20) tax free.....	1,741,100	6	" " "	1885		Canal Stock.....	1,106,420	6	" " "	1874	
Florida—(\$5,728,865):											
Convention Bonds 1868.....	30,000	8	April & Oct.	1888		Canal Stock.....	7,408,000	6	" " "	'72-'73	
Bonds, 1868-'69.....	191,000	6	Various.	'68-'69		Canal Stock.....	2,572,000	6	" " "	'74-'76	
Bonds, 1871.....	210,000	7	Various.	1901		Canal Stock.....	800,000	6	" " "	1877	
Loan to Jack, Penna., & Mob. R.R., 1870.....	4,000,000	8	Jan. & July.	1900		Bounty Loan Bonds, 1867, registered.....	20,074,000	7	Jan. & July.	1877	
Georgia—(\$10,494,500):											
Bonds for W. & Atl. R.R. 1842, '43, '44 & '45.....	868,000	6	Various.	'72-'74	89	Bounty Loan Bonds, 1867, coupon.....	1,872,000	...		1877	
Bonds for W. & Atl. R.R. 1842 and 1843.....	276,500	7	Various.	'72-'74		North Carolina—(\$29,900,045):					
Bonds for Atl. & Gulf R.R. '53, '59, '60 & '61.....	600,000	6	Feb. & Aug.	'73-'81		State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	
Bonds for Atl. & Gulf R.R. 1864.....	200,000	6	" " "	'81-'86		State (old) Bonds 1848 to 1860.....	3,638,000	6	April & Oct.	'72-'92	
Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886		State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'98	
Bonds of Acts of Sept. and Oct. 1870.....	4,880,000	7	Various.	1890	92	State (new) Bonds, 1867 to 1870.....	1,538,000	6	April & Oct.	'62-'96	
Railroad endorsements, to July 1872.....	12,900,000	7	Various.	'90-'92	84	Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	
Illinois—(\$2,133,634):											
Interest Bonds, inscribed stock, 1847.....	971,534	6	Jan. & July.	1878		Funding (Interest) Bonds 1868.....	1,521,400	6	April & Oct.	1878	
Refunded Stock Bonds, 1859.....	348,000	6	" " "	'77-'78		Special Tax Bonds.....	11,467,000	6	" " "	'95-'99	
Thornton Loan Bonds, 1861.....	102,000	6	" " "	1880		Ohio—(\$9,022,721):					
War Loan Bonds, 1861.....	417,000	6	" " "	1880		Loan of 1860 Bonds, skg f.d.....	882,894	6	Jan. & July.	1870	
Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881		Loan of 1860 Bonds, skg f.d.....	1,600,000	6	" " "	1873	
Kansas—(\$1,336,675):											
State Bonds (various) 1863 to 1864.....	110,075	6	Jan. & July.	'84		Loan of 1860 Bonds, skg f.d.....	1,465,369	6	" " "	1881	
State Bonds (various) 1861 to 1869.....	1,226,000	7	" " "	'83-'84		Loan of 1865 Bonds, skg f.d.....	2,400,000	6	" " "	1886	
Kentucky—(\$2,750,510):											
State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873		Oregon—(\$29,527):					
State Bonds, 1840 to 1851.....	683,000	6	April & Oct.	'71-'72		Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	
Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94		Willamette Canal & Lock Bonds of 1870.....	200,000	7	" " "	1880	
Louisiana—(\$21,214,800):											
State Bonds, to R. R. Co's, 1840 to 1866.....	1,830,000	6	Various.	'93-'98	50	Pennsylvania—(\$23,272,956):					
Deficiency (Treasury) Bonds 1863.....	750,000	6	Jan. & July.	1893		Loan of Feb. 1867 (5-10).....	92,850	5	Feb. & Aug.	'72-'75	
Funded coupons (new) 1866-'68.....	997,000	6	" " "	'66-'68		Loan of Feb. 1867 (5-10).....	3,780,550	5	" " "	'72-'75	
Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907		Loan of Feb. 1867 (5-10).....	90,400	5	" " "	'77-'82	
Levee Bonds 1868.....	1,000,000	8	Various.	1886		Loan of Feb. 1867 (10-15).....	7,890,550	5	" " "	'77-'82	
Levee Bonds 1870.....	3,000,000	8	Mar. & Sept.	1875		Loan of Feb. 1867 (15-25).....	725,960	5	" " "	'82-'92	
Funded Floating Debt 1870.....	3,000,000	8	May & Nov.	1910		Loan of Feb. 1867 (15-25).....	9,271,850	5	" " "	'82-'92	
Penitentiary Bonds, 1869.....	600,000	7	Mar. & Sept.	1899		Inclined Plane Loan, of April 1840.....	400,000	6	April & Oct.	1879	
State Bonds (N.O. Mob. & Chat. R.R.) '70, '71.....	3,250,000	8	Jan. & July.	'10-'11		State Stocks (old).....	1,997,050	6	Feb. & Oct.	1871	
Redemption (certificates) Bonds 1866.....	250,000	6	" " "	1906		State Stocks (old).....		4 1/2	Jan. & July.	1882	
Int. (Miss. & Mex. G. S. Can.) Bonds 1869.....	480,000	7 1/2	Mar. & Sept.	1869		Rhode Island—(\$2,770,000):					
Int. (N. La. & Tex. R. R.) Bonds 1869.....	546,000	8	April & Oct.	1869		War Bonds of Aug. 1862.....	1,048,000	6	Mar. & Sept.	1882	
Maine—(\$7,227,900):											
Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78		War Bonds of Jan. 1863.....	200,000	6	April & Oct.	1893	
War and Bounty Bonds, 1863 and '64.....	3,832,500	6	" " "	'83-'89	99 1/2	War Bonds of June 1863.....	602,000	6	Jan. & July.	1893	
Municipal Equalization Bonds.....	3,064,400	6	April & Oct.	1889	99 1/2	War Bonds of May 1864.....	829,000	6	Feb. & Aug.	1894	
Maryland—(\$12,436,718):											
Bonds to R. R. and Canals, 1827-'47.....	1,537,222	5	J. A. J. & O.	1890		South Carolina—(\$15,837,324):					
Bonds to R. R. and Canals, (sig) 1838.....	5,955,544	5	" " "	1890		State House, Stock and Bonds '68-'69.....	1,233,188	6	Jan. & July.	'71-'90	
Bonds to R. R. and Canals, 1834-'39.....	590,040	5	" " "	1890	98 1/2	Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	
Bonds to Ches. & Ohio Canal 1870.....	2,830,545	6	Jan. & July.	1888	95	Funding Stocks and Bonds.....	2,262,714	6	Jan. & July.	'87-'91	
Bounty War Bonds, 1869.....	511,355	5	J. A. J. & O.	1898	108	Blue Ridge R. R. Bonds 1864.....	970,000	6	" " "	1888	
Massachusetts—(\$30,712,882):											
State (public works) scrip., '72	705,000	5	Varlo	'72-'80		Conversion Bonds 1869.....	7,371,700	6	" " "	1888	
State (public works) scrip.....	364,000	5	June & Dec.	'72-'77		Conversion Bonds 1870.....	590,000	6	April & Oct.	1899	
Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76		Tennessee—(\$30,952,155):					
Consolidated Loan, 1862.....	600,000	5	" " "	'77-'78		Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long	
Bounty Loan, 1863.....	4,379,500	5	May & Nov.	1894		State Bonds (direct).....	4,919,544	6	April & Oct.		
Bounty Loan, 1864.....	4,090,744	5	" " "	1894		Endorsements.....	2,197,000	6	Jan. & July.		
War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	1886		Funded Interest Bonds.....	9,000,000	6	" " "		
R. R. & Hoosac Tunnel bonds, \$1,445,700 stig.	7,175,451	5	April & Oct.	'86-'93		Texas—(\$3,397,325):					
R. R. & Hoosac Tunnel bonds, dollar.	1,166,600	5	" " "	'90-'93		Frontier Protection Bonds, gold, 1870.....	700,000	7	Jan. & July.	'90-'10	
Loan (B. H. & Erie R. R.) £743,600 stig	2,599,024	5	Jan. & July.	1900		Deficiency Bonds, 1871.....	367,000	10	Mar. & Sept.	1870	
Michigan—(\$2,332,993):											
Canal Bonds, 1869.....	81,000	6	Jan. & July.	1879		Vermont—(\$822,000):					
\$2,000,0											

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AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort (gold) vend. by G. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,340,000	7	"	"	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	97	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92	1st Mortgage coin or stg. sfg. p.d.	20,000pm	7	May & Nov.	N. Y. & Lond.	1899	87
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	95
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1895	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	105
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	97
Special Mortgage to Penn.....	3,500,000	6	"	Harrisburg.	....	87	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	98
Androscoogin:							Stock (common) Bonds.....	1,377,540	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	99
Atchison and Nebraska:							Burlington and Southwestern:						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):						
1st Mortgage (gold).....	15,000pm	7	Jan. & July.	Boston.	1899	87	1st Mort. (R.R. & lands) S. & G. gold	8,000,000	7	Jan. & July.	New York.	1891	90
Land Grant Mortgage (gold).....	7,500pm	7	April & Oct.	"	1902	....	Cairo and St. Louis (3 ft. gauge):						
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88	Cairo and Vincennes:						
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7	April & Oct.	New York.	1901	....
1st Mortgage (gold).....	18,000,000	7	Jan. & July.	London.	1902	....	California Pacific:						
2d Mortgage (gold).....	12,000,000	7	March & Sept.	"	1902	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
3d Mortgage (gold) Income.....	29,000,000	7	May & Nov.	"	1902	....	Camden and Atlantic:						
Atlantic and Gulf:							2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	....
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Camden and Burlington County:						
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	70-'97	89
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Canada, Michigan and Chicago:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	1st Mort. (ekg fd) for \$2,750,000.	.....	7	"	New York.	....	....
Atlanta and Lake Erie:							Canada Southern:						
1st Mort. (gold) for \$6,000,000.....	.....	7	Jan. & July.	New York.	1901	....	1st Mort (ekg fd) g'd for \$2,000,000	8,700,000	7	Jan. & July.	N. Y. L. & F.	1905	94
Atlantic, Miss. and Ohio (428 m.):							Carthage & Burlington (C. B. & Q.):						
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1878	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic and Pacific:							1st Mortgage (new).....	1,300,000	7	"	"	1900	101
Land Mortgage gold bonds.....	3,600,000	6	Jan. & July.	New York.	1888	....	Chattel Mortgage.....	165,560	7	"	"	70-'89	102
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6	Jan. & July.	"	1888	....	Cazenovia and Canastota:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (sterling) of 1853....	494,000	6	May & Nov.	London.	1878	....	Cedar Falls and Minnesota (I. C. & O.)						
2d Mortgage (sterling) of 1864....	1,499,936	6	April & Oct.	"	1884	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	51
3d Mortgage (sterling) of 1871....	712,832	6	May & Nov.	"	1891	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907	....
Bald Eagle Valley:							Cedar Rapids & Mo. Riv. (O. & N. W.):						
1st Mortgage.....	371,300	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	87
Baltimore and Ohio:							1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1915	84
Loan of 1855-75.....	583,350	6	Jan. & July.	Baltimore.	1875	99	Central Branch Union Pacific:						
Loan of 1850-80.....	679,500	6	"	"	1880	97	1st Mort. (Atch. & Pike's Peak).....	1,000,000	6	May & Nov.	New York.	1895	....
Loan of 1852-85.....	1,710,500	6	April & Oct.	"	1885	97	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1855-90 (Balt.) sfg. fd.....	8,045,988	6	Jan. & July.	"	1890	....	Central of Georgia:						
Loan of 1870-95 (atg.) sfg. fund.....	8,788,752	6	March & Sept.	London.	1895	....	1st Mortgage.....	780,000	7	March & Sept.	New York.	1875	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	Central of Iowa:						
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1885	92	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7	Jan. & July.	New York.	1890	....
Baltimore and Potomac:							2d Mortgage, gold, \$4,000 p. m.	812,000	7	April & Oct.	"	1901	....
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Central of New Jersey:						
1st Mortgage (R. R.) gold guar.....	3,500,000	6	April & Oct.	"	1911	....	2d (now 1st) Mortgage (balance).....	174,000	7	May & Nov.	New York.	1875	100
Bangor and Fitchburg:							Convertible bonds of 1872.....	1,725,000	7	"	"	1902	....
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1890	....	New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	108
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Loan of Leb. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia	1897	....
Bay City and East Saginaw:							Central Ohio (B. & O.):						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87
Bedford and Bridgeport:							Central Pacific of California:						
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mortgage, 30 years bonds, gold	25,385,000	6	Jan. & July.	New York.	95-'99	103
Belfast and Moosehead Lake:							Convertible 20 years bonds, gold	1,500,000	7	"	"	1883	100
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	State Aid B'ds. (Int. by State) gold	1,500,000	7	"	"	1885	111
Bellefonte and Southern Illinois:							1st Mort. (Western Pacific) gold	2,735,000	6	"	"	1899	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	98	1st Mort. (Calif. & Oregon) gold	6,000,000	6	"	"	99-'91	....
Beloit and Madison (C. & N. W.):							1st Mort. (S. Fr., Okla. & Ala.)..	1,500,000	8	"	San Francisco	1890	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mort. (San Joaquin V. D.) gold	6,950,000	6	April & Oct.	New York.	1900	....
Belvidere Delaware:							Land bonds (Gen. Pac. Co.) gold	9,153,000	6	"	"	1890	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	95	Charleston and Savannah:						
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1886	84	1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82	Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....
Blue Ridge, (S. Car.):							Charlotte, Columbia & Augusta:						
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
Boston and Albany:							Charters:						
Currency bonds of Feb. 1, 1873.	3,000,000	7	Feb. & Aug.	Boston.	1892	105	1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Boston, Clinton and Fitchburg:							Cheraw and Darlington:						
1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	82	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888
1st Mortgage (Equalization).....	248,000	7	"	"	1889	90	2d Mortgage dated Jan. 1, 1						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 sfg fund	1,000,000	7	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	1891	....
1st Mortgage	600,000	7	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.	1,800,000	7	June & Dec.	New York.	1921	....
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	288,000	6	Feb. & Aug.	Boston.	1900	77 1/2
2d Mortgage	2,400,000	7	Jan. & July.	" "	1883	104 1/2	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	80 1/2
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	544,000	7	" "	" "	1894	91	1st Mortgage for \$2,000,000 (guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	6,000,000	7	" "	New York.	1901	....
Trust Mortgage sfg fund	2,692,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Wabash and Mich.:						
Trust Mortgage, sfg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$10,000 p. m.	10,000	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1890	101 1/2
Loan of 1872	6,983,226	7	Jan. & July.	Boston.	1896	98	1st Mort. (C. U. and C. R. R.)	572,000	7	June & Dec.	" "	1896	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell and Ind. R.R.)	214,000	7	Jan. & July.	" "	1896	....
1st Mort. (Peo. & Han.) guar.	800,000	8	" "	" "	1878	....	Clev. & Mahoning A. & Gt. Wtn.:						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1893	650,000	7	Feb. & Aug.	New York.	1878	....
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	96	2d Mortgage (sinking fund) 1896	487,900	8	March & Sept.	" "	1878	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....	1st Mort. (Branch) 1893	71,000	7	Jan. & July.	" "	1872	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100	Clev., Mt. Vernon and Delaware:						
1st Mort. (U. O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100	1st Mortgage gold	1,500,000	7	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	999,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (new 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1878	162
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....	3d (new 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97 1/2
Chicago, Clinton & Dubuque:							4th (new 3d) Mortgage guar.	1,006,000	6	Jan. & July.	" "	1892	

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,700,000	8	Jan. & July.	New York.	1891	...	1st Mortgage.	\$477,882	7	May & Nov.	Boston.	1891	...
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	300,000	8	June & Dec.	New York.	1890	70	1st Mortgage gold.	250,000	6	April & Oct.	Baltimore.	1900	...
2d Mortgage.	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,788,000	7	Feb. & Aug.	New York.	1882	103
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	97	2d Mortgage.	948,000	7	May & Nov.	"	1875	97
Detroit and Milwaukee:							Elgin and State Line Purchase.	125,000	6	Jan. & July.	"	1878	...
1st Mortgage, (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.	200,000	7	"	"	1884	...
2d Mortgage.	1,900,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	72-86	...
2d Funded Coup. (D. & M.R.)	376,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6	May & Nov.	London.	1873	...	1st Mortgage gold.	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	...
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	"	1873	...	2d Mortgage gold.	1,000,000	8	Jan. & July.	"	1892	...
Detr. & Pontiac R.R. bonds.	250,000	7	"	"	1873	...	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.	250,000	8	Feb. & Aug.	"	1886	...	1st Mortgage.	225,500	7	Jan. & July.	New York.	1888	...
Detroit, Mon. & Tol. (L.Sh.&M.S.)							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	98	1st Mortgage guar. gold, tax free	4,000,000	7	Jan. & July.	New York.	1899	...
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7	April & Oct.	"	1899	...
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	95	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1886	...
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	"	1879	100
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds \$500,000.	2,500,000	6	April & Oct.	London.	...	...
1st Mortgage gold tax free.	1,190,000	7	June & Dec.	New York.	1900	...	Equipment Bonds No. 2 £270,500	1,360,000	6	"	"	...	...
Dutchess and Columbia:							Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	"	...	...
1st Mortgage Jan. 1, 1888.	1,500,000	7	Jan. & July.	New York.	1903	...	1st Preference Bonds £2,638,385.	14,191,675	5	Jan. & July.	"	...	...
East Alabama and Cincinnati:							2d Preference Bonds £1,686,765.	8,424,825	4	"	"	...	...
1st Mort. end \$16,000 p.m. by Ala.	...	8	Jan. & July.	...	1890	...	Provincial Debenture's £3,111,500	15,567,500	...	...	Ottawa.	...	...
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1888	...	Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	...
2d Mortgage.	35,000	8	"	"	1873	...	Common (Company) Bonds.	1,884,117	...	"	"	72-73	...
East Pennsylvania (Ph. & Rdg.):							Common (") Bonds.	2,983,973	6	May & Nov.	"	73-76	...
1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.	2,662,067	5	April & Oct.	"	77-78	...
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.	4,867	8	"	"	1881	...
1st Mortgage.	570,000	6	Jan. & July.	New York.	76-86	...	Common (") Bonds.	3,650,000	6	June & Dec.	"	1890	...
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	...	1st Mortgage guar. by S. Car.	1,425,546	7	Jan. & July.	New York.	81-86	...
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed.	876,766	7	"	"	81-86	...
1st Mort. sks fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.	130,000	7	May & Nov.	New York.	1889	...
English Loan, July 1, 1862.	383,000	6	Jan. & July.	London.	1872	...	Hackensack & New York Ext.:						
Loan of 1864-74.	750,000	6	Feb. & Aug.	Boston.	1874	98	1st Mortgage \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
1st Mort. (Base R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	Hawthorn and Napier (T.W. & W.):						
Loan of 1865-85.	160,000	6	April & Oct.	"	1885	...	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	85
Loan of 1868-88.	500,000	6	March & Sept.	"	1888	91	2d Mortgage.	125,000	7	Jan. & July.	"	1890	...
Loan of 1869-89.	1,000,000	6	May & Nov.	"	1889	90	Hannibal & Central Missouri:						
Loan of 1872-82.	1,500,000	7	"	"	1882	101	1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	87
Eastern Shore (Md.):							2d Mortgage.	250,000	7	Feb. & Aug.	"	1899	...
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1886	...	Hannibal and St. Joseph:						
2d Mortgage.	180,000	6	April & Oct.	"	1886	...	Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	71-77	92
Elizabethtown and Paducah:							Missouri State Loan.	1,500,000	6	"	"	87-88	...
1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	...	Six years Mortgage bonds (22m).	5,000	10	"	"	1872	...
Elmira and Williamsport (N. Con.):							Five years' notes (277 m.).	139,300	8	Various	"	1874	...
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Fifteen years' bonds (277 m.).	2,476,000	8	March & Sept.	"	1885	86
Income Mortgage guaranteed.	570,000	6	April & Oct.	"	1872	59	1st Mort. (Q. & Palm R.R. 15 m.).	500,000	8	Feb. & Aug.	"	1892	...
Erie Railway:							1st Mort. (K. City & Cam. RR 55m).	1,200,100	10	Jan. & July.	"	1886	90
1st Mortgage.	3,000,000	7	May & Nov.	New York.	1897	101	General Land Mortgage (277 m.).	1,134,100	7	April & Oct.	"	1888	105
2d Mortgage convertible.	4,000,000	7	March & Sept.	"	1879	100	General Mortgage conv. (277 m.).	5,600	7	Jan. & July.	"	1888	...
3d Mortgage.	6,000,000	7	"	"	1883	101	Harrisburg and Lancaster:						
4th Mortgage convertible.	4,441,000	7	April & Oct.	"	1880	97	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
5th Mortgage convertible.	925,500	7	June & Dec.	"	1888	100	Hartford and New Haven:						
Buffalo Branch, 1st mortgage.	180,400	7	Jan. & July.	"	1891	...	1st Mortgage.	589,000	6	Jan. & July.	Hartford.	1873	...
Stirling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	...	Hartford, Providence and Fitchburg:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7	"	NY & London.	1920	95	1st Mort. (R. L. 26.82 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Louisville:							1st Mort. (Conn. 26.04 m.) sks f.d.	1,574,500	7	"	Hartford.	1876	...
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	...	Holly, Wayne & Monroe (F. & P.M.):						
Erie and Pittsburgh (Penn.):							1st Mortgage guar. tax free.	1,000,000	8	Jan. & July.	New York.	1901	...
1st Mortgage.	372,800	7	Jan. & July.	New York.	1882	...	Holyoke and Westfield:						
2d Mortgage.	115,200	7	March & Sept.	"	1890	...	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	...
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	...	Housatonic:						
Equipment Mortgage.	600,000	7	April & Oct.	"	1890	...	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Brpt. & Bos.	1877	...
European & N. American (Me.):							2d Mortgage.	100,000	7	Feb. & Aug.	"	1885	...
Bangor City Bonds (1st m. 55 m.).	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	...
1st L.M. (& 1st on 60, & 2d on 55m).	2,000,000	6	March & Sept.	"	1899	87	Houston and Texas Central:						
Evansville and Crawfordsville:							1st Mortgage L.G. sks fund, gold.	6,620,000	7	Jan. & July.	New York.	1891	...
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1889	...	Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage.	160,000	7	March & Sept.	"	1889	...	1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1876	...
1st Mort. (Rockville Extension).	160,000	7	Feb. & Aug.	"	1881	...	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	104
Evansville, Henderson & Nashv.:							3d Mortgage.	180,000	7	May & Nov.	"	1885	...
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1897	...	Hudson Connecting (NY & OMid):						
Evansville, Terre Haute & Chi.:							1st Mortgage gold.	400,000	7	May & Nov.	New York.	1902	...
1st Mortgage, gold.	750,000	7	May & Nov.	New York.	1900	...	Huntingdon and Broad Top Mt.:						
Fall River, Warren & Providence:							1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890	103
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	...	2d Mortgage.	267,500	7	Feb. & Aug.	"	1875	89
Font and Pere Marquette:							3d Mortgage (Consol.).	1,251,000	7	April & Oct.	"	1895	64
Land Mort. 1st series (55,241 a.).	153,500	7	May & Nov.	New York.	1880	...	Illinois Central:						
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	...	Construction bonds, cur. sks f.d.	3,055,500	7	April & Oct.	New York.	1875	100
" 3d series (52,091) t.x.f.	2,046,000	8	March & Sept.	"	1888	...	Construction bonds, coin.	332,000	6	"	N.Y. & Lond.	1876	...
F. & Holly lease (S.F. 25,000 p.a.)	476,000	10	May & Nov.	"	1888	...	Redemption bonds, currency.	2,500,000	6	"	New York.	1890	...
Construction Loan.	165,000	8	"	"	1876	...	Redemption bonds, sterling.	2,500,000	6	"	London.	1876	...
Florida:							Indiana and Illinois Central:						
1st Mortgage conv. gold.	2,300,000	7	Jan. & July.	New York.	1889	...	1st Mortgage gold.	3,500,000	7	Jan. & July.	New York.	1901	...
Flushing & North Side (L.I.):							Indiana North and South:						
1st Mortgage.	1,025,000	7	May & Nov.	N.Y. & Lond.	1880	...	1st Mortgage for \$22,500 p.m. g'd	...	7	April & Oct.	New York.	1901	...
Fonda, Johnston & Gloversville:							Indianapolis, Bloomington & West.:						
1st Mortgage.	300,000	7	Jan. & July.	New York.	1890	...	1st Mortgage gold.	3,000,000	7	April & Oct.	New York.	1898	...
Fort Scott, Humboldt & Western:							2d Mortgage.	1,600,000	8	Jan. & July.	"	1899	81
1st Mortgage \$20,000 p. m.	...	8	Jan. & July.	New York.	1891	...	Indianapolis & Vincennes:						
For. Wayne, Jackson & Sag.:							1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1903	...
1st Mortgage traffic guarantees.	1,500,000	8	Jan. & July.	New York.	1889	...	2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900	71
2d Mortgage (Equipment).	800,000	8	April & Oct.	"	1891	...	International (Texas)						
Fort Wayne, Muncie & Cin.:							1st Mort. gold, sks fund tax free	16,000pm	7	April & Oct.	New York.	1901	...
1st Mortgage gold.	1,800,000	7	April & Oct.	Boston.	1899	...							
2d Mortgage.	800,000	8	Jan. & July.	"	1898	...							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1890.....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1897	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.....	4,132,000	7	J. A. J. & O.	"	1890	100
1st Mortgage (") of 1899	1,666,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"	1890	97 1/2
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	236,000	7	April & Oct.	"	1882	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '09	1,500,000	7	"	"	1899	94
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	98 1/2
2d Mortgage.....	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	98 1/2
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	104 1/2
Iowa Eastern:							Mort. April 1, 1866	880,000	7	April & Oct.	"	1886	98 1/2
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	6,256,000	7	May & Nov.	"	1885	103
Iowa Falls & Sioux City (I.L.Cen.):							2d Mort. Oct 31, 1857	2,663,000	7	"	"	1877	98 1/2
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort. \$10,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	106 1/2	Mort. Sept. 1, 1868	300,000	7	March & Sept.	"	1886	....
Ironton (Penn.):							Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	95 1/2
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	98
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	101 1/2	1st M. July 1, '68 (Kal. Al. & Gr.R.)	840,000	8	"	"	1888	95
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. F. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philad. lphia	1896	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:	356,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Pac. of Mo.:	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Jefferson (Erie):							Leaven, Lawrence & Galveston:	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv. gold.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
2d Mort. (").....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$5,000,000	4,712,000	7	March & Sept.	"	1910	104 1/2
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	97 1/2	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31 1/2
2d Mortgage.....	796,000	7	March & Sept.	"	1893	....	Land Grant sinking fund.....	6,000,000	7	April & Oct.	"	1900	25 1/2
1st Mortgage (Newcastle Br.)...	280,000	7	June & Dec.	"	1884	....	Little Schuylkill (Phila. & Rdg.)						
Junction, Philadelphia:							1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99 1/2
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'west Ind.						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	1st Mortgage gold.....	1,500,000	8*	F.M. & A. N.	New York.	1900	99
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1899	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (N.Y.):						
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	98
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	91
Kalamazoo & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage guar. by lessees.....	840,000	8	May & Nov.	Boston.	1889	100 1/2	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	776,000	7	"	"	1899	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1883	....	Louisville, Cin. and Lexington:						
2d Mort. (").....	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & CB, 78 m.) v. t. fr.	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
2d Mort. (").....	639,500	8	June & Dec.	"	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 125 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (").....	1,000,000	7*	"	"	1893	....	1st Mortgage (Memph. Br. 46.37m.).	139,000	7	May & Nov.	"	'72-'76	....
Consolidated Mort. (200m. conv.)	657,000	8	March & Sept.	"	1892	....	1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	"	"	'80-'84	....
Kansas City & Santa Fe (L.L. & G.):							Consol. M. for \$5,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1898	94
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv. N. Al. & St. Lo. Air-Line						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold	4,088,000	6*	June & Dec.	"	1896	86	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st M. (3d Div. 244.66m. & 3,000,000m.)	6,456,000	7	May & Nov.	N. Y., L. & F.	1899	102 1/2	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st Mortgage (1,000,000 acres) gold	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	Macon and Brunswick:						
2d Mortgage (2,000,000 acres) gold	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....	1st Mort. endorsed by Ga.....	1,000,000	7	Jan. & July.	New York.	1877	....
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. ".....	690,000	7	May & Nov.	"	1900	....
1st Mort. (Leavenworth Branch)	800,000	7	May & Nov.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
3d Mortgage (Income).....	4,276,350	7	March & Sept.	"	1916	....	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
1st Mortgage for \$900,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1883.	844,000	7	March & Sept.	New									

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
1st Mortgage guaranteed, gold.	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Mayeville and Lexington:							Nantucket:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,250,000	7	March & Sept.	New York.	1880	80	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. D. V. \$15,000 p.m.)		8	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$500,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	358,000	8	April & Oct.	New York.	1882	....	New H. Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,204,000	8	"	"	1882	112	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	Jan. & July.	"	1902	100	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	106	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Cal. & So. Hav.) t. guar.	940,000	8	May & Nov.	"	1889	100	New Jersey Sea United Compan's						
2d Mort. (") guar..	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	8,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	75
Middletown, Unionv. & W. Gap (E.):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1885	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,148,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	800,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	92	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,193,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	84	Income Mortgage, 1870 gold....	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	108	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	94	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m. skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	284,000	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....	2,825,000	8	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1915	....
Milw. Manitowec & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$13,900 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	91
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	102
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. (")	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks (")	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	"	1887	91
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (") S. F.	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	Consol. Mort. for \$40,000,000....		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1876	103
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1878	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	"	1871-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	82
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Teb. & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,533,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	80	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1859	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1889....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1890....	322					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain Bonds.....	200,000	7	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments)....	341,500	8	Jan. & July.	New York.	70-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	96 1/2	2d Mortgage (Pa. & Md. 4 1/2 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	....	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	79
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	95,000	6	"	"	1886	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	94 1/2
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	84 1/2	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1856 stig.....	182,400	6	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,161,000	7	Jan. & July.	"	1898	95	Mortgage Loan of 1843 stig.....	976,800	6	"	"	1880	....
Consolidated Mort. (sterling)...	101,850	7	"	London.	1898	....	Mortgage Loan of 1836 stig.....	177,000	7	"	"	74-77	....
Old Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	100 1/2
1st Mortgage (J. O. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82	Dollar registered.....	3,414,000	7	"	"	1911	102
1st Mortgage (War. & Fkin)....	580,000	7	April & Oct.	"	1882	83	Gold or stig coup.....	7,000,000	6	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	72	Gold or stig reg.....	624,000	6	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	98 1/2	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	106 1/2
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102 1/2	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	78 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1876	90	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	89	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1890	81	Pittsburg & Connelville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81	1st Mortgage of 1863, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	95 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osgo Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	107 1/2
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	102 1/2
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C. B. & Q.)	1,280,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	98
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	86 1/2	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	78	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	101 1/2
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1886	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lex. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,500,000	.....	7	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage, stig £19,350.....	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6	May & Nov.	"	1901	....
General Mortgage, stig £597,800.	3,869,330	7	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6	May & Nov.	Boston.	1891	....
1st Mortgage sold.....	1,300,000	7	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,075,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien).....	550,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	102 1/2	Quincy, Alton and St. Louis:						
2d Mortgage (" ").....	2,594,000	6	April & Oct.	"	1875	98	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" ") stig.....	2,282,240	6	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93 1/2	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91
State lien for \$17,500,000, skg fd	5,758,905	6	April & Oct.	Harrisburg.	72-90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100 1/2
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.....	850,000					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Bome, Watertown & Ogdensab.							Somerset (Me. Central):						
1st Mortgage (W. & R.) Sfg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Sfg Fund...	\$24,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	82 1/2	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	95	Domestic Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,700	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	180,000	6	June & Dec.	"	1878	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88 1/2	1st Mort., endor. by Ala., gold...	22,000 pm	5*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	79	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	84
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98	South Side, Va. (A.M. & U.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	72 1/2
2d Mortgage May 1, 1868 guar...	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	91	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1898	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	....
St. Louis, Van. & T. R. (T. H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed.....	1,690,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv.	300,000	7	"	"	'72-'79	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	6	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands):	2,000,000	7*	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L's) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands:	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund.....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands:	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	6	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1876	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:						
Sand. Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran. Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000 p. m.	.....	8	.....	.....	....	....
Savannah and Charleston:							Superior and Northwestern:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
State guaranteed (C. & S.) bonds	506,000	6	May & Nov.	Charleston.	1870	....	Susque. Brid. & Erie June (Erie):						
Funded Interest bonds.....	157,400	7	"	"	1889	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah, Griffin & North Ala.:							Sussex (N. J.):						
1st Mortgage for \$500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Savannah and Memphis:							Swedesboro (W. Jer.):						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Schenectady & Susq. (D. & H. Can.):							Syracuse, Bing. & N. Y. (D. L. & W.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Seaboard and Roanoke:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	Syracuse and Chenango Valley:						
Seima and Gulf:							1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
1st M. (guar. by Ala.) \$16,000pm	.....	8*	April & Oct.	New York.	1890	....	Tebo and Neosho (M. K. C. & T.):						
Seima, Marion and Memphis:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1908	....
1st M. gold gr. by Ala. \$16,000pm	.....	8*	March & Sept.	New York.	1889	....	Terre Haute & Indianapolis:						
Seima, Rome and Dalton:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Toga:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Equipment Mortgage.....	280,000	10	"	"	1881	....	Polio, Peoria and Warsaw:						
Shamokin Valley & Pottav. (N. O.):							1st Mortgage (E. Div.) 119 m...	1,000,000	7	June & Dec.	New York.	1894	91
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1898	89
Shesbogan and Fond du Lac:							2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	77
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Consol. Mort. 227 m. \$6,500,000.	1,408,000	7	May & Nov.	"	1910	86 1/2
Shenango and Allegheny:							1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	86 1/2
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Tom's River & Watert. (N. J. So.):						
Shespaug Valley (O.):							1st Mortgage guaranteed.....	80,500	7	.....	New York.	1889	....
1st Mortgage.....	360,000	7	April & Oct.	New York.	1891	....	Troy & Bennington (T. &):						
Shore Line (N. Y. & N. H.):							1st Mortgage skg fund, war...	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Troy and Boston:						
Sioux City and St. Paul:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Land Grant Mortgage gold.....	690,000	7*	Jan. & July.	"	....	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
							Convertible Bonds.....	648,000	7	"	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	97	1st Mortgage.	\$400,000	6	Jan. & July.	Baltimore.	1890	96
1st M. (L. Erie, W. & St. L. 107 m.)	2,500,000	7	"	"	1890	97	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort. (Gt. W. R. R. W. D. 100m)	4,000	10	April & Oct.	"	1898	98	2d Mort.	300,000	6	"	"	1890	97
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1895	95	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	98
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	91	2d Mortgage preferred.	600,000	6	"	"	1895	70
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	87
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	88	Western Pacific (Gen. Pac.):						
3d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	90	1st Mortgage assumed, gold.	2,735,000	6	Jan. & July.	New York.	1899	96
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	85	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	88	1st Mortgage (main line 67 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	86	1st Mortgage (Pittab. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	91	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Bar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	80
1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	90	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	4,000,000	6	March & Sept.	Camden.	1883	80
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	83	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed.	180,000	6	"	"	1878	83	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1892	101
Tuckerton:							West Wisconsin:						
1st Mortgage.	400,000	7	April & Oct.	Philadelphia.	1901	91	1st Mort. land gr. gold sk fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1906	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.	27,231,000	6	Jan. & July.	N. Y. & Bos.	1898-99	87	1st Mortgage.	250,000	6	Jan. & July.	Philadelphia.	1888	88
2d Mortgage (Gov. subsidy).	27,236,000	6	"	"	1898-99	87	Wicomico and Pocomoke:						
1st Mort. Land Grant.	9,193,000	7	April & Oct.	"	1899	70	1st Mortgage.	200,000	7	Jan. & July.	New York.	1873	88
Income Mortgage.	10,000,000	10	March & Sept.	"	1874	63	Williamston and Tarboro:						
Omaha Bridge B'ds, etc. \$250,000	2,500,000	8	April & Oct.	London.	1896	96	1st Mortgage.	350,000	8	May & Nov.	New York.	1900	90
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.	1,600,000	6	May & Nov.	New York.	1896	96	1st Mortgage.	3,200,000	7	June & Dec.	Baltimore.	1900	81
2d Mortgage (Gov. subsidy).	1,600,000	6	Jan. & July.	"	1896-7-8	96	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & K. T.):							1st mortgage.	1,500,000	8	Jan. & July.	New York.	1897	80
1st Mortgage gold, skg fund.	3,895,000	6	Jan. & July.	New York.	1899	99	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	80
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.	500,000	7	Jan. & July.	New York.	1890	90	1st Mortgage.	1,250,000	7	April & Oct.	Philadelphia.	1900	90
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	80
Sinking Fund sterling \$262,000.	1,268,080	6	Jan. & July.	London.	1880	80	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	98	Sterling Bonds.	648,700	6	Jan. & July.	London.	1881	81
Loan of 1876 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	98	Currency Bonds.	221,400	7	May & Nov.	"	1882	81
Loan of 1883 (" "													

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

See notes on p. 757, occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (—) signifies "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.													Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Sept. 30, 1871	Oct. 31, 1871	Nov. 30, 1871	Dec. 31, 1871	Jan. 31, 1872	Feb. 28, 1872	Mar. 31, 1872	Apr. 30, 1872	May 31, 1872	June 30, 1872	July 31, 1872	Aug. 31, 1872	Sept. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	June 30, 1874	July 31, 1874	Aug. 31, 1874	Sept. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	June 30, 1875	July 31, 1875	Aug. 31, 1875	Sept. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	June 30, 1876	July 31, 1876	Aug. 31, 1876	Sept. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	June 30, 1877	July 31, 1877	Aug. 31, 1877	Sept. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	June 30, 1878	July 31, 1878	Aug. 31, 1878	Sept. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	June 30, 1879	July 31, 1879	Aug. 31, 1879	Sept. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 3
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Rolling Stock—occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "L."

[illegible]

Aug. 31, 1871	1871	1872	1873	2.6	20	13	7	156	Lake Superior and Mississipp...	•	7,081,959	5,125,000	7,700,000	211.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See second (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State aid Railroads are distinguished by a "5."

Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Railroad Operated			Operations			Earnings			Value of Shares		
	Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Engines	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	M.	M.	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.	Market.
Sept. 30, 1871	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Sept. 30, 1872	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Sept. 30, 1873	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Sept. 30, 1874	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Sept. 30, 1875	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Sept. 30, 1876	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Sept. 30, 1877	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Sept. 30, 1878	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Sept. 30, 1879	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Sept. 30, 1880	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
Sept. 30, 1881	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
Sept. 30, 1882	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Sept. 30, 1883	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
Sept. 30, 1884	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
Sept. 30, 1885	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
Sept. 30, 1886	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
Sept. 30, 1887	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Sept. 30, 1888	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
Sept. 30, 1889	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
Sept. 30, 1890	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
Sept. 30, 1891	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
Sept. 30, 1892	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Sept. 30, 1893	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
Sept. 30, 1894	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
Sept. 30, 1895	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38
Sept. 30, 1896	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39
Sept. 30, 1897	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Sept. 30, 1898	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
Sept. 30, 1899	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Sept. 30, 1900	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
Sept. 30, 1901	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
Sept. 30, 1902	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Sept. 30, 1903	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
Sept. 30, 1904	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
Sept. 30, 1905	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Sept. 30, 1906	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
Sept. 30, 1907	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Sept. 30, 1908	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
Sept. 30, 1909	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
Sept. 30, 1910	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Sept. 30, 1911	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
Sept. 30, 1912	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
Sept. 30, 1913	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
Sept. 30, 1914	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57
Sept. 30, 1915	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58
Sept. 30, 1916	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
Sept. 30, 1917	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Sept. 30, 1918	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
Sept. 30, 1919	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
Sept. 30, 1920	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Sept. 30, 1921	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64	64
Sept. 30, 1922	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
Sept. 30, 1923	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66</		

[illegible]

WHOLESALE PRICE CURRENT.

IRON.—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 27 per cent; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 20; Scrap Wrought, 18 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

Fig. Broom-Coitness.....	per ton	@	57
Gartherrrie.....	55	@	56
Glengarnock.....	47	@	48
Eglinton.....	46	@	47
Fig. American, No. 1.....	47	@	50
Fig. American, No. 2.....	44	@	47
Fig. American, Forge.....	36	@	39
Bar, Refined, English and American.....	36	@	
Bar, Sweden, assorted sizes.....	(gold)	@	

—STORE PRICES.—

Bar, Swedish, 1½ x 1½ x 1½ to 1½ sq. 1½ to					
5¼ to 1½ to 2 sq. 6 to 12 x 1½ & 1.....	-	@	-	-	-
Bar, Refined, 1½ to 2 in. rd. & sq. 1½ to 6					
inch x 1 to 1 in.....	96	-	@	97	50
Bar Refined, 1½ to 6 by 1½ & 5-16 in.....	100	-	@	103	50
Bar Refined, 1½ by 1½ & 5-16.....	102	50	@	105	-
Large Rounds, 2½ @ 2½ to 3½ @ 4 in.....	105	-	@	117	50
Seroll.....	115	-	@	145	-
Ovals and Half-round.....	142	50	@	145	50
Band, 1 to 6 in by 3-16 to No. 12.....	-	@	116	-	-
Horse Shoe.....	-	@	122	50	-
Rods, 1 to 16 inch.....	102	50	@	145	-
Hoop, 1½ by No. 22 to 1 & 1½ by 13 & 14.....	122	65	@	170	-
Nail Rod..... per lb.	94	@	-	94	@
Sheet Russian, Na. to assortment.....(gold)	-	@	164	-	18
Sheet, English, D. and T. Common.....	84	@	-	84	@
Sheet, Double, D. and T. Common.....	71	@	-	71	@
Sheet Galvanized..... Treble, Charcoal..... List 10					
per ct. disc.					
Rails, English.....(gold)..... per ton	70	@	-	70	@
Rails, American, at Works in Penna.'c'y. 60					
per lb. currency.....	9	@	-	9	@
Anvils (Eagle)..... per lb. currency.....	9	@	-	9	@

STEEL DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....	184@	28
English Spring (2d and 1st quality).....	9@	10
English Blister (2d and 1st quality).....	14@	15
English Machinery.....	14@	14
English German Cast (2d and 1st quality)....	124@	14
American Blister.....	@	11
American, Cast, Tool.....	@	11
American, Cast Spring.....	@	11
American Machinery.....	114@	12
American German Spring.....	9@	11

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....	per keg.	4 75	@	5 -
8d. and 9d.		5 -	@	5 25
6d. and 7d.		5 25	@	5 50
4d. and 5d.		5 50	@	6 75
3d.		6 25	@	8 50
2d. and 3d. Fine.....		7 -	@	7 25
Cut Spikes, all sizes.....		5 -	@	5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca.....	(gold).....	per lb.	—	—	—	36
Straits.....	(gold).....		30	—	—	31
English.....	(gold).....		—	—	—	30
Plates—Fair to good brands.....	Gold.....					Currency.....
I. C. Charcoal...per box.11.....	@11	37	13	25	@13	75
I. C. Coke.....	8 62	@9 25	10	50	@11	50
Coke Terne.....	7 75	@3 75	9	50	@10	75
Charcoal Terne.....	9 60	@10.....	11	75	@12	25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@45 gravity (in bulk)	84@	-- 9
Crude 40@47 gravity (in shipping order) ..	144@	-- 154
Refined, Standard White (in ship'g order) ..	194@	-- 191
Refined, S. W. (in jobbing lots)	194@	-- 20
Refined, S. W. (in tin)	25@	-- 26
Naphtha, Refined (65@73 gravity)	104@	-- 114
Residuum .. (in shipping order) per rail ..	11@	-- 11

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	@	38
Copper, Bolts	@	40
Copper, Brasses' (over 12 oz.)	@	46
Copper, Nails	@	49
Copper, Old Sheathing, &c., mixed lots	29	29
Copper, American Ingots	27	30
Copper, English Pig	29	29
Yellow Metal, New Sheathing & Bronze	@	27
Yellow Metal, Bolts	@	32
Yellow Metal, Nails, Sheathing & Slatting ..	27	30

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....	(gold) 6 75	@ 6 87 1/2
German Ordinary.....	(gold) 6 75	@ 6 87 1/2
English.....	(gold) 6 75	@ 7 --
Bar.....	—	@ 9 25
Pipe.....	—	@ 10 50
Sheet.....	—	@ 10 50
Coltells, Shaw & Willard Tin-Lined Lead Pipe 16 c. pr. lb.		
Tatham's Improved Tin-Lined Lead Pipe.....		16c.

COAL—Durr: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, same: other 40 cents.

Liverpool Gas Cannel.....	16	—	@18	—
Liverpool House Cannel.....	—	—	@22	—
Anthracite (by cargo) per ton of 2000 lb.	5	25	@	6 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 11.

	Th.5	F.6	Sat.7	M.9	Tu.10	W.1
Boston, Hart, & Erie...	2			2		
Canton Co.	100					101
Central Pacific & S. P.	103	103				103
Central of N. Jersey...	104	104				
Chicago & Alton		110				
.. pref.						
.. 1 M.						
.. S. F.						
.. Inc. bds.						
Chicago, Burl. & Q.				103	104	
.. 8s, 1888						104
Chic. & Northwestern				76		
.. pref.	85	84	85			
.. 1st M.	101	102				
.. Consol.						
Chic., Rock Isl. & Pac.	109	109	108	108	108	108
Chi., R. I. & Pa. 7s, 1890	104			105		
Clev., Col. & Ind.				87	87	87
Clev. & Pittsburg guar.	87	87	87	87	87	87
.. 3 M.	102					
.. 3 M.						
.. 4 M.						
Clev. and Toledo						
.. S. F. 7s.	104					
Col., Chi., & Ind. Co.	81	80	80	27	27	27
.. 1 M.	87	89	88	88	88	
.. 2 M.				72		
Del. & Hudson Canal			119		118	118
Del. Lack. & Western	105	105	106	105	106	106
.. 1 M. 7s.						
.. 2 M. 7s.	100					
Erie Railway	62	62	61	62	65	63
.. pref.						
.. 1 M. 7s, 1897						
.. 2 M. 7s, 1879						
.. 3 M. 7s, 1883		100	101			
.. 4 M. 7s, 1880		97			97	
.. 5 M. 7s, 1888						
.. 7s, con. gold.						
Great Western 2d mort.	85					
Hannibal & St. Joseph				35		33
.. pref.						
.. 8s, conv.						
Hudson River						
.. 2 M. S. F.						
.. 3 M. 1s, 1875						
Illinois Central	111	112		114		112
.. 7s						
Lake Shore & Mich. S. P.	91	91	91	91	91	90
Lake Shore Div. bonds	94			94		
Marietta & Cin. 1st pref.				22		
.. 2d pref.				11		
Michigan Central	101	101	99		96	95
.. S. F. 3s, 1882						
M. S. and N. I. 1 M. S. F.			103			
.. 2 M.						
Mariposa Mining Co.						
.. pref.						
Milw. and St. Paul	54	54	54	53	50	50
.. pref.	78		72	72	71	71
.. 1st mort.						
.. 2d mort.						
.. 8s		108				
.. 7 3-10s con.		93		94		
.. 7s, gold.						
Missouri & St. J.	93	94	94	94	94	
.. H. & St. J. 1s.			91	92		
Morris and Essex	94	95	94	94		
.. 1st mort.		104				
.. 2d mort.		99	99			99
N. Y. Cen. & Hud. Riv.	101	101	100	100	100	100
.. 7s, S. F. 1876	102		102			102
.. 6s, S. F. 1883	91	90	90	90		91
.. 6s, S. F. 1887		91				
N. York and Harlem		131	129	129	129	
.. pref.		62				
.. 1 M. 7s, 1873						
N. York, N. Hav. & Hart.			138	140		
N. Carolina 6s, old.						38
.. new	16					
Ohio and Miss.	41	39	37	37	37	37
.. pref.	71		70			
.. 2d M.	84			84	40	40
Pacific Mail S. S. Co.	40	38	40	40	40	40
Panama	112	112		111	111	110
Pitts., Ft. W. & Chi. gtd.	93			94	94	
.. 1 M.						
.. 2 M.						
.. 3 M.						
Quicksilver Mining Co.		40				40
St. L., Alton & T. H.						
.. pref.						
.. 1 M.						
.. 2 M. pref.	88					
.. Income bds.		79		79		
Tennessee 6s, old.						79
.. new.	79		78			79
Tol., Wab. & Western	80	68	68	68	65	65
.. pref.						
.. 1 M.	97					
.. 2 M.				90		
.. Equipment						83
.. St. Lou. Div.						
Union Pacific	28	28	28	28	27	27
.. 1st mort.	86	86		86	90	87
.. L. Gt. 7s.	71	71	71	70		
.. Inc. 10s.	61	62	63	63		
Virginia 6s, old.		43				
.. new.						
.. consol.						
.. def. cert.						

New York Stock Exchange

Actual Sale Prices for the week ending June 11

FEDERAL STOCKS:—		Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
U. S. 5s, 1874, reg.	.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 5s, 1874, coup.	.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 5s, 10-40s, reg.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 10-40s, coup.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
U. S. 5s, 1881, reg.	.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 1881, coup.	.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 1881, reg.	.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 1881, coup.	.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
U. S. 6s, 5-20s, reg. '62	.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 6s, 5-20s, c. 1862	.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 6s, 5-20s, reg. '64	.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 6s, 5-20s, c. 1864	.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 6s, 5-20s, reg. '65	.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 6s, 5-20s, c. 1865	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
U. S. 6s, 5-20s, r. N. 65	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 6s, 5-20s, c. '65	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
U. S. 6s, 5-20s, reg. '67	.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
U. S. 6s, 5-20s, c. 1867	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
U. S. 6s, 5-20s, reg. '68	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
U. S. 6s, 5-20s, c. '68	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
U. S. 6s, Pac. RR Issue	.....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Catawissa preferred ...	43	43	.....	.....	.....	.....
Camden and Amboy ..	.....	.....	.....	.....	.....	.....
.. 6s, 1875 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1883 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1889 .....	.....	.....	.....	.....	.....	.....
.. mort. 6s, '89 94	.....	.....	94	94	.....	94
Elmira & Williamsport.....	.....	.....	.....	.....	.....	.....
.. pref. ....	.....	.....	.....	.....	.....	.....
Lehigh Navigation.....	42	.....	42	42	41	.....
.. 6s, 1884 .....	.....	.....	.....	.....	.....	.....
.. Gold 1L.....	95	.....	94	94	94	.....
.. E. R. L.....	.....	.....	.....	.....	.....	.....
.. Conv. L. '77.....	.....	.....	.....	.....	.....	.....
Lehigh Valley R.R.....	61	61	61	61	61	61
.. 6s new coup.	94	.....	.....	.....	.....	.....
.. 6s new reg.	96	.....	.....	.....	.....	.....
Little Schuylkill R.R.....	46	.....	.....	.....	.....	47
.. 7s.....	.....	.....	.....	.....	.....	.....
Minchill .....	.....	.....	.....	.....	.....	52
Morris Canal	52	.....	.....	.....	.....	.....
.. pref. ....	.....	.....	.....	.....	.....	.....
North Pennsylvania .....	.....	.....	.....	48	.....	48
.. 6s, 1880 .....	.....	.....	.....	.....	99	.....
.. 7s.....	.....	98	98	.....	98	.....
.. 10s, 1887 .....	.....	.....	.....	106	.....	.....
Northern Central	38	.....	.....	.....	.....	38
Oil Creek & Alleg. Riv. 31	.....	.....	.....	.....	.....	.....
.. 7s.....	.....	72	.....	.....	.....	.....
Pennsylvania R.R.....	55	55	55	55	55	55
.. 1st M.....	102	121	.....	102	.....	.....
.. 2d M.....	.....	.....	.....	.....	.....	.....
.. Gen. mort. ....	.....	93	.....	93	93	.....
.. reg. ....	.....	90	.....	.....	.....	.....
Penn. State 6s. 1st series.....	.....	.....	101	.....	.....	.....
.. 6s. 2d series.....	108	.....	.....	.....	.....	108
.. 6s. 3d series.....	.....	.....	.....	.....	.....	.....
Philadelphia City, 6s.....	.....	.....	.....	.....	.....	.....
.. new	99	100	100	100	100	100
Phila., Germ. & Nor.....	86	.....	.....	86	.....	86
Phila. & Reading	58	58	58	58	58	59
Philadelphia and Erie.....	24	.....	.....	25	.....	.....
.. 6s.....	.....	.....	.....	.....	.....	.....
.. 7s.....	.....	.....	93	.....	93	.....
Phila., Wilm. & Balt.....	.....	.....	.....	.....	.....	.....
Schuylkill Navigation.....	7	.....	14	14	.....	.....
.. pref. ....	.....	.....	.....	.....	.....	.....
.. 6s, 1882	70	77	70	.....	.....	.....
.. 6s, 1876 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1872	80	.....	80	.....	.....	.....
United Co. of N. Jersey, 121	121	121	121	.....	.....	.....
Hestonville, (Horse).....	19	19	19	19	19	19
Chestnut & Wal. ....	.....	.....	.....	.....	.....	.....
Green & Coates .....	.....	.....	.....	.....	.....	.....
2d and 3d streets	57	56	.....	.....	.....	.....
Spruce and Pine .....	.....	.....	.....	.....	.....	.....
13th and 15th sta. ....	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore City 64, 1875.	99½	99½	99½	99½	99½	99½
.. 1886	99½	99½	99½	99½	99½	99½
.. 1890	99½	99½	99½	99½	99½	99½
.. 1884	99½	99½	99½	99½	99½	99½
.. 1900	99½	99½	99½	99½	99½	99½
Balt and Ohio	99½	99½	99½	99½	99½	99½
.. bonds, 1875.	99½	99½	99½	99½	99½	99½
.. 1880.	99½	99½	99½	99½	99½	99½
.. 1885, 97	97	97	97	97	97	97
Marietta & Cin. 1st M.	101½	101½	101½	101½	101½	101½
.. 2d M.	90½	90½	90½	90½	90½	90½
.. 3d M. 84.	84½	84½	84½	84½	84½	84½
Northern Central	99½	99½	99½	99½	99½	99½
.. bonds, 1885.	99½	99½	99½	99½	99½	99½
.. 1900.	83½	83½	83½	83½	83½	83½
Pittsb. & Connellsv. Ts.	95½	95½	95½	95½	95½	95½
N. W. Va. 1st mor.	99½	99½	99½	99½	99½	99½
.. 2d mor.	99½	99½	99½	99½	99½	99½
.. 3d mor.	99½	99½	99½	99½	99½	99½
Virginia 3d, Consol.	54½	54½	54½	54½	54½	54½
.. Defer. Certif. 10½	10½	10½	10½	10½	10½	10½
City & Freetown R. R.	20	20	20	20	20	20

Boston Stock Exchange.

Actual Sale Prices for the week ending June 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
Boston and Albany	144	144	144	144	143	143
Boston and Lowell	119	119	119	118	118	118
Boston and Maine	119	119	119	118	118	118
Boston and Providence	119	119	119	118	118	118
Boston, Hartford & Erie	119	119	119	118	118	118
7a, new	34	34	34	34	34	34
Cheshire, pref.	104	104	104	103	103	103
Chl., Burl. & Quincy	104	104	104	103	103	103
Concord	104	104	104	103	103	103
Connecticut River	104	104	104	103	103	103
Eastern	104	104	104	103	103	103
Fitchburg	133	133	133	133	133	133
Manchester & Law'ree	101	101	100	98	98	98
Michigan Central	101	101	100	98	98	98
Northern, N. H.	107	107	107	107	107	107
Ogdens & Lake Cham.	55	55	55	55	55	55
pref.	113	114	114	114	114	113
Old Colony	113	114	114	114	114	113
Ph. Wil. & Baltimore	59	59	59	59	59	59
Port'd, Saco & Ports	130	130	130	130	130	130
Union Pacific	130	130	130	130	130	130
" 6a	130	130	130	130	130	130
" Land Grant 7a	130	130	130	130	130	130
" Income 10a	59	59	59	59	59	59
Vermont & Canada	102	102	102	102	102	102
Vermont & Mass.	102	102	102	102	102	102
South Boston (Horse)	102	102	102	102	102	102
Cambridge	102	102	102	102	102	102
Metropolitan	102	102	102	102	102	102
Middlesex	102	102	102	102	102	102
Central Mining Co.	24	24	24	24	24	24
Copper Falls	24	24	24	24	24	24
Franklin	61	61	61	61	61	61
National	11	11	11	11	11	11
Pewabic	44	44	44	44	44	44
Quincy	44	44	44	44	44	44

London Stock Exchange.

	Closing	Prices
	May 30.	May 23.
Atlantic & Gt. W. 1st mort. \$1,000	79	81
Do. 2d mort. \$1,000	68	70
Do. Con. mort. B'nds Bisch's Cert.	45	46
Do. Geog. Scrip.	96	98
Do. Leas. Lines, Rental Bonds	91	92
Detroit & Milwaukee 1st mort. Bonds	70	72
Do. 2d do.	70	72
Erie shares 100 dol. all paid	49	47
Do. 6 per cent Convertible Bonds	95	96
Cons. Mort. amount antho. to be issued for conv. of existing bonds	94	95
Illinois Central \$100 shares all paid	88	89
Do. Redemption mort. bonds 6 p.c.	98	100
Illinois & St. Louis Bridge 1st mort.	99	101
Marquette & Cincinnati Rail. Bonds	84	85
Michigan Central 8s 1882, conv.	85	90
Panama 2d mort.	91	93
Panama General mort.	98	100
Pennsylvania, 2d mort.	98	100
Do. General mort.	98	100
Do. \$50 shares	42	43
Philadelphia and Erie 1st mort.	95	97
Do. with option to be paid in Phila.	95	97

American Railroad Journal.

Saturday, June 14, 1873.

Stock Exchange and Money Market.

The last weekly exhibit of the city banks was unusually favorable to an easy Money market, and call loans were quoted off to 4@6 per cent, with choice to good mercantile credits rated at from 6@8½ per cent per annum, on a moderately active, though not urgent inquiry for accommodation. Lenders have shown most partiality for temporary and short date loans, with a view to keeping their means, well under their control, in anticipation of a livelier demand, and more remunerative rates, for Money in the Fall. The foreign financial advices have been of a more encouraging tenor. The private Cables from London and the Continent point to an early release of a large amount of the new Gold Coin now locked up in the Berlin Imperial Mint. The French Government has just paid \$50,000,000 additional on the Franco-German Indemnity, and the Bank of France has ample reserves in Gold Coin out of which to pay over \$150,000,000 additional in July, August and September, to complete the whole Indemnity. The British and American Funds are fair in London, and other American

Stocks, like Erie, are quoted as on the advance. Our city banks, last week, added largely to their deposit and specie averages, while also handsomely augmenting their legal tender reserve, and contracting their loan and discount items, as well as their circulation. The Sub-Treasury increased its currency, and reduced its coin balance, considerably, as the result of the week's business.

The U. S. Secretary of the Treasury has issued another call for \$20,000,000 five-twenties for payment, interest to cease on September 6; making in all \$70,000,000 thus far called in connection with the operations of the Syndicate. The call embraces \$16,000,000 of coupon bonds and \$4,000,000 of registered. The following are the numbers of the bonds called: *Coupon*.—Of \$50, Nos. 1,201 to 6,200 inclusive; of \$100, Nos. 4,753 to 20,000; of \$500, 3,000 to 10,700; of \$1,000, 5,734 to 22,600. *Registered Bonds*.—\$50—1,234 to 1,320. \$100—8,804 to 9,500. \$500—5,861 to 5,700. \$1,000—20,681 to 23,300. \$5,000—6,403 to 7,500. \$10,000—7,093 to 9,680 inclusive.

On Tuesday, Government disbursed through the local office \$2,100,000 in redemption of Five-Twenty bonds, under the older calls.

The cash balances in the United States Treasury on Tuesday were as follows: Currency, \$6,211,595; special deposit of legal tenders for the redemption of certificates of deposit, \$30,285,000; coin, \$76,791,878. Coin certificates outstanding, \$34,332,500. Outstanding legal tenders \$356,000,000.

The city banks last week reported an increase of nearly 6½ millions in their deposit line, nearly one million in their legal tender, and 6½ millions in their specie reserves. They contracted their loan and discount averages over half a million, and their circulation slightly.

The city banks are again largely ahead on their obligatory reserve, the last statement showing that they had \$10,815,325 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance 1½ millions; while adding about 1½ millions to its currency reserve. Its currency reserves at the close of the week were \$23,475,294; and its coin hoard, \$42,490,288.

The clearances of the banks averaged through the week 93½ millions a day, and amounted in the aggregate, for the whole week, to \$560,623,858 as against \$454,272,030 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance \$1,320,113 and reduced its coin reserve \$1,776,812 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$25,984,800, against \$20,346,000 same time last year. The city bank deposits are now \$214,475,800 against \$227,301,400, week ending June 8, 1872. The legal tender reserve amounts to \$45,308,000, against \$55,108,100 same time last year. The circulation now stands at \$27,434,100 against \$55,108,100 same time last year. The loans are now \$277,418,800 against \$287,113,200 at this date last year.

The coin reserve of the city banks is now nearly 26 millions as against about 25¼ millions on the 20th of last July; the legal tender reserve is 45½ millions against about 55½ millions on the statement of June 15th, 1872; and the de-

posits are now about 214½ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$4,751,542 of currency, and \$10,732,076 of gold, the latter including \$2,148,000 from customs; and disbursed \$3,431,429 of currency and \$12,508,888 of gold, the latter embracing \$356,472 of coin interest.

Government revenues have been moderate in their yield, since our last. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, 108½ millions. The customs at the port of New York, for the week, were \$2,067,647, and at the outports, about \$700,000 more, in coin or coin certificates.

The Gold speculation has been less active and towards the close decidedly less confident. The customs drain has been moderate. The export movement has been more liberal. The latest foreign financial advices were against the operators for a rise. The range of the price during the week has been from 117¼@118¼ and the closing quotation on Wednesday was 117¾ against 117½ on Wednesday of the preceding week. The specie outflow last week, was \$2,158,843. The Gold Exchange Bank clearances have averaged about 49½ millions per day during the week.

The specie exports from San Francisco from Jan. 1, to May 28, were \$10,168,257, against \$10,095,385 same time in 1872.

The customs demand for Gold last week, averaged \$358,000 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been \$1,783,164, against \$706,126 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$125,546,622 against \$148,425,196 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$72,661,382, against \$75,715,407 during the same time in 1871-2.

The export drain of specie was \$2,158,443 last week, against \$3,792,689 same week preceding year. The shipments since July 1, 1872, have been \$58,241,865 against \$53,518,485 during the same portion of 1871.

Foreign Exchange has been in less request, closing easier in price. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, at 110@110¼. The week's exports of Domestic Produce have been to the currency value of \$5,614,292.

Under the official programme of the Treasury Department for June, Government proposes to sell during the month Gold as follows: Thursday, June 19, \$2,000,000. Thursday, June 26, \$1,500,000. And to buy in Five-Twenties as follows: Wednesday, June 18, \$500,000.

Government securities have been offered quite sparingly, and quoted decidedly strong in price, on an active inquiry for the leading issues, for investment purposes, in good part, on foreign account.

U. S. sixes of 1881 closed on Wednesday of this week at 122½@123; U. S. Five-Twenties of 1862, 117@117½; U. S. Five-Twenties of 1864 at 117@117½; U. S. Five-Twenties of 1865 119½

@119½; U. S. Five-Twenties of 1865 consolidated 120¼@120½; U. S. Five-Twenties of 1867, 121¼@122; U. S. Five-Twenties of 1868, 120¼@121; U. S. Ten-forties at 114¼@115; U. S. Fives of 1881 (Funding Loan) 115¾@115¾; Six per cent. currency Sixes from 114¼@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 28.	June 4.	June 11.
Consols	93¾	92½	92½
U. S. 5-20s, 1865....	91¾	91¾	92½
" 1867	94¾	94¾	94¾
" 10-40s	88¾	88¾	88¾
New Fives of 1881...	89½	89½	89½
Erie	49	48¾	49½

State bonds have been quoted generally firmer with a better inquiry noted for the more popular issues.

The Railway and Miscellaneous share speculation has been quite active, and toward the close, stronger and buoyant in price, favored in part, by the growing ease in money.

Railway Mortgage Bonds have been in better demand for investment purposes, at steadier figures. Central Pacific Sixes have been selling as promptly as offered closing strong at from 103¼@103½. Chesapeake and Ohio Sixes have been also in good demand at 88½ and interest. Western Pacific Sixes have been in fair request at 95. The Northern Pacific 7-30 Loan has been quite active at par and interest.

General business has been fairly active. The main call has been for domestic produce, and a few leading kinds of imported goods. Hardware, Earthenware, and Dry Goods have been quiet. Metals have been quite moderately sought after. Copper has been steadily held at the late decline, with sales of 200,000 lbs. Ingot at 29½c.@30c., for Lake. Scotch Pig-iron has been very dull and unsettled; sales comprise 600 tons Monklin and Carmilroe, said to be at \$44. We quote Glengarnock Pig at \$48@49; Eglinton do. \$46@47; Coltness, \$58@60; No. 1 American Pig at \$48@49; do. 2 do. \$46@47; Wrought Scrap at \$45@48; English rails at \$70, gold; American Rails at works, \$80@82 50; old Double-head and T Rails at \$52. Pig Lead has been quiet at 6¾c.@6¾c., gold, for ordinary foreign; sales, 50 tons. Spelter has been dull at 7½c.@7¾c., gold. Pig-tin has been inactive and weak, with Straits quoted at 31c., and English at 30c.; Banca, 36c.@36½c., gold. Tin Plates neglected and weak; Charcoal Plates quoted here at \$11@11 50; Charcoal Terne, \$9 50@10; Coke, \$8 50@9 25; Coke Terne, \$7 75@8 75, gold, per box. Zinc neglected.

Domestic produce, has shown considerable activity, especially in the line of Breadstuffs, Cotton, Lard, Cheese and Petroleum, but prices have been unsettled, buyers, in most instances, having the advantage. Middling upland Cotton left off at 19½c. per lb. The receipts at all the ports, since Sept. 1, have been 3,423,919 bales, against 2,635,708 bales same time in the preceding year; exports 2,444,846 bales against 1,881,589 bales in the previous year; stock at the ports at latest dates, 270,866 bales against 179,194 bales same date 1871.

Foreign goods have been in quite moderate request as a rule, and have generally favored buyers as to values. The week's imports amounted to \$6,382,231 including \$986,823 of dry goods.

Ocean freights have been quite active but irregular as to rates. Grain and Petroleum room has been in most request.

At the Live Stock Markets, Beeves have been in fair demand at from 9¼@13½ cts. Veals at 6½@10 cts.; Sheep at from 4@7½ cts.; Spring Lambs, 10@13½; Swine at 5½@5½ cts. per lb., all live weight. The week's receipts were 8,944 Beeves, 4,645 Veal Calves, 20,495 Sheep and Lambs, and 33,975 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 80; do. 1st mort., 98; Rensselaer and Saratoga R. R., 105; Atlantic and Pacific pref., 25; New Jersey Southern R. R., 30; Cedar Falls and Minnesota 1st mort., 81; N. Y. Central 7s R. E., 87½; Am. Dock and Imp. 7s, 97½; Buffalo and Erie 1st mort., 94; Gt. Western 1st mort., 1888, 95; Pacific R. R. of Mo., 2d mort., 78; Burlington, Cedar Rapids and Minnesota 1st mort., 87; Toledo, Peoria and Warsaw 1st mort., W. D., 89; do. E. D., 91; do. 2d mort., 77; Chicago and Milwaukee 1st mort., 95½; Mil. and St. Paul 7s, Iowa div., 84½; do. LaC. div., 92¾; Ohio and Mississippi 7s, consol., 95; do. consol. S. F., 95½; Boston, Hartford and Erie 1st mort., 32; Nashville and Decatur 1st mort., 92; Canada Southern 1st mort., 94; Galena and Chicago 2d mort., 97; Buffalo and Erie 7s, new, 95½; Michigan Central 7s, 99¾; Central of New Jersey 1st mort. new, 106; Louisville and Nashville 7s 1898, consol., 94; Long Island R. R. 1st mort., 91; Clev., Paines. and Ash, 7s old, 98¾; Western Union Tel., 82½; do. 7s, 97; Quicksilver pref., 50¾; Maryland Coal, 24½; Am. Coal, 60; Consol. Coal of Md., 53; U. S. Express, 71; Wells-Fargo Exp., 81½; Am. Mer. Union Exp., 65½; Adams Exp., 94; At. M. S. S. Co., 1; California 7s, 117; South Carolina 6s, new, Jan. and July, 15¼; do. Apl. and Oct., 25; N. Y. State 7s, B. L., reg., 107½; do. 6s, 1873, 112; North Carolina Fund Act 1868, 16; Brooklyn 6s, W. L., 95¼.

Philadelphia.—Philadelphia and Reading 6s, gold, coupon, 98; do. debent. bonds, 79; do. Gen'l mort. 7s, coupon, 100¾; do. reg., 102; do. 7s, new, conv., 106¾; Catawissa new pref., 32¼; do. 7s, new, 101½; Westchester and Philadelphia 7s, 101½; Reading C. and I. deb. bonds, 87½; Pittsburg, Cincinnati and St. Louis 7s, 78¾; Pennsylvania and New York 7s, 99; Lehigh Nav. conv. gold Loan, 96; Belvidere Delaware 3d mort., 82½; Elmira and Williamsport 5s, 59; Oil Creek 1st mort. 7s, 82; Lehigh Valley 7s, new, 104; Wilmington and Reading 1st mort., 99; do. 2d mort., 83; East Pennsylvania 7s, 101½; Camden and Atlantic R. R., 33½; Nesquehoning R. R. 55; Huntingdon and Broad Top Mt. R. R., 10¾; Pennsylvania State 6s, gold, 100¾. The latest quotations are: City 6s, 95½@96; do. free of tax, 100¾@100¾; Pennsylvania State 6s, 1st series, 101@101½; do. 2d series, 105@106; do. 3d series, 109@109½; Philadelphia and Reading 58¾@58¾; do. Gen'l mort. 7s, coup., 100¼@100¾; do. reg., 101@101½; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106@107; United New Jersey R. R. and Canal Co., 121¼@121½; Camden and Amboy mort. 6s, 1889, 94½@95; do. 1883, 92@92; do. 1889, 86@88; Pennsylvania R. R., 55@55½; do.

allotment, 55@55; do. 1st mort., 102¼@103¼; do. 2d mort., 98½@99; do. General mort. coupon, 93¾@93¾; do. reg., 96@96½; Little Schuylkill R. R., 46¾@47; Morris Canal, 50@50; do. pref., 125@127; do. 6s, 93@95½; Susquehanna Canal, 7¼@9; do. 6s, —@77; Schuylkill Nav., 7@7¾; do. pref., 14@14¼; do. 6s, 1882, 76½@76½; do. 1872, 80@80; Elmira and Williamsport pref., 88@88; do. 7s, 1873, 97@98; do. 6s, 58@59; Lehigh Coal and Navigation 41@41½; do. 6s, 1884, 89@90½; do. R. R. Loan, 92@92; do. Gold Loan, 94¼@94¼; North Pennsylvania, 48¾@48¾; do. 6s, 99@99½; do. 7s, 98½@99; do. Chattle 10s, 105@107; Philadelphia and Erie, 24¾@25¼; do. 6s, 88@90; Minehill, 52½@52¾; Catawissa, 20@21; do. pref., 42¾@43; do. new pref., —@32¾; do. 7s, 1900, 100½@102; Lehigh Valley, 61¼@61¾; do. 6s, new coupon, 95@96; do. reg., 96@96; do. 7s, 104@104½; Fifth and Sixth streets, (horse,) 52½@52½; Second and Third, 56@57; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 31@33; Green and Coates 50@50; Chestnut and Walnut, 56@63; Hestonville, 19¾@19¾; Germantown, 34@—.

Boston.—Norwich and Worcester R. R., 132; Eastern (N. H.) R. R., 100½; Taunton Branch, 135; Rutland pref., 57; do. scrip, No. 3, 99; Cincinnati, Sandusky and Cleveland R. R., 14; Cheshire 6s, 1877, 95½; Jackson, Lansing and Saginaw 8s, 1885, guar., 101½; Atchison, Topeka and Santa Fe 7s, 72½; do. L. G. 7s, 73; Connecticut and Passumpsic Rivers R. R., 89; do. 6s, 1876, 96¼; Eastern R. R. 7s, 1882, 101; do. 6s, 1874, 98¾; Boston and Albany 7s, 1892, 105; Central R. R. of Iowa, 1st mort. 7s, gold, 53; Burlington and Missouri River R. R., 101; do. 8s, 1879, 97¾; do. 1894, 98¾; Missouri River, Ft. Scott and Gulf 1st mort., 10s, 1899, 80; Ogdensburg and Lake Champlain Equip. 8s, 96¾; Chicago, Burlington and Quincy 7s, new, 93; Agricultural Branch 6s, 1884, 82; Cedar Rapids and Missouri 7s, 1916, 84¾; Michigan Central 8s, 1890, 106; Vermont Central 1st mort. 7s, 80; Cary Imp., 10¾; Boston Land, 6½; New Hampshire 6s, 1873, 99½; do. 1899, 97¾; Maine 6s, 1889, 99½; Boston 6s, 1880, currency, 98½; do. 5s, 1833, gold, 97½; Bangor 6s, 1874, 98; do. 1879, 94¼; Cleveland, Ohio, 7s, 1892, 100½; Lowell 6s, 1890, 95½; Charlestown 6s, 1892, 94¾; Providence 5s, 1900, gold, 93½; Salem 6s, 1877, 94¼; Cambridge 6s, 1882, 96½; Bath 6s, 1891, 89¾; Roxbury 6s, 1873, 99½; Allouez Mining Co., 11; Calumet and Hecla, 106; Dana, 1; International, 50c.; Menard, 1¾; Petherick, 2½; Ridge, 10; Rockland, 2½; Shuniah Silver, 50c.; Star, 1¾; St. Clair, 2¾; Washington, 1¾.

Baltimore.—Virginia and Tennessee 8s, 89¼; Orange, Alex. and Manasses 7s, 81; Northern Central 6s, 1900, gold, 94; Richmond and Danville 1st mort., 78¾; Central Ohio 1st mort., 87½; Virginia consols, coupons, 78¾; Maryland Defense 6s, 106. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@80; Pittsburg and Connellsville 7s, 1898, 96½@96½; Baltimore and Ohio, 175@180; do. 6s, 1875, 98¾@—; do., 1880, 97@98; do., 1885, 97@97; Parkersburg Branch, 11¼@11¼; Northern Central, 37¾@38; do. 6s, 1885, 93@94; do., 1900, 83½@84½; do. 6s, 1900 gold, 93¼@94½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—;

do., 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 100¼@101¼; do., 2d mort. 7s, 90¾@91½; do., 3d mort., 8s, 84¾@85; Central Ohio, 39@—; do. pref., 41@42; do. 1st mort., 87@87¼; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@98; do. 2d mort. guar., 97¼@97½; do. 3d mort. guar., 97@97½; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville 1st mort., 76@76¼; Orange and Alexandria 1st mort. 6s, —@99¾; do., 2d mort. 6s, 88¼@89½; do., 3d mort. 8s, 89½@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 78½@78¾; do. 8s, 3d mort., 89¼@89½; Baltimore 6s, 1875, 99@99¼; do., 1884, 99@—; do. 1886, 100@101; do. 1890, 99¾@99¾; do., 1893, —@100; do. 1893, exempt, 102@102; do., 1900, exempt, 99¼@99½; do. 1900, new, 98@98¾; do. 1902, 100¼@101; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 105@106; Virginia 6s, old, 88½@—; do. coupon old, —@43½; do. consol. 6s, 55¾@55½; do. reg. 51@54; do. coupons, 78@78½; West Virginia, 10¾@10½; City Passenger R. R., 17@20; George's Creek Coal, 120@128.

Rhinebeck and Connecticut Railroad.

The Rhinebeck and Connecticut Railroad, which is to run from Rhinebeck on the Hudson to a connection with the Connecticut Western road near Millerton, has been mortgage for \$800,000 to George T. Oliphant, as trustee for the Delaware and Hudson Canal Company. This is the company whose large coal depots are located at Rondout opposite Rhinebeck. It is important to all interested in western roads, with which the above road will make connections, that this strong corporation, which ships immense quantities of coal to Rondout, has a large pecuniary interest in a road running from their coal depots to the Connecticut State line.—*Hartford Courant*.

A dispatch from St. Paul, Minn., states that the track of the Northern Pacific Railroad has been completed to Bismarck, in Dakota, a distance of 450 miles from Duluth. At Bismarck, connection is made with navigation on the Upper Missouri, and a line of steamers is already established between that point and Fort Benton in western Montana. The survey from the crossing of the Missouri to the crossing of the Yellowstone and along that river to central Montana is to be immediately pushed forward, that being the only portion of the line yet undetermined.

The Richmond Dispatch says that the new company which has purchased the York River Railway will in a few days have possession of it, and it is understood will at once inaugurate a daily line, with connecting lines leading to both Baltimore and Philadelphia. The Eastern Shore Railway will form a part of their routes. The connection with it will be at Annapolis, Accomac county.

By an act of the Legislature of New York, passed on the 4th of April, 1873, the time within which the New York, Housatonic and Northern Railroad Company is required by law to finish its road and put it in operation is extended for five years.

The Milwaukee and Northern Railroad was completed to Green Bay, 109 miles from Milwaukee, on the 6th inst., and trains commenced running regularly to that city on the 10th.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, June 13, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, which can now be sold at unusually high prices, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable May 1 and Nov. 1; issued in denominations of \$100, \$500 and \$1,000, either Coupon or Registered; price 88 1-2 and accrued interest.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable January 1 and July 1. Bonds of \$1,000 each, Coupon or Registered—price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD is completed and in operation from Richmond to the Ohio River, a distance of 420 miles, at a cost with the equipment of over \$35,000,000, and the rapid development, of its business indicates that the earnings for the ensuing twelve months will not be less than \$3,000,000, and for the succeeding year not less than \$5,000,000.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We also deal in GOVERNMENT BONDS, CENTRAL and WESTERN PACIFIC, and other first-class Securities; receive deposits, on which we allow four per cent interest, make collections, and do a general Banking business.

FISK & HATCH.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending May 31, at 449,448 tons, and for the coal year at 6,122,117 tons, against 6,018,270 tons to corresponding time last year, being an increase of 103,841 tons. The bituminous tonnage for the week is 58,463 tons, and for the year 884,945 tons, giving a total of all kinds for the week of 507,911 tons, and for the year of 7,807,062 tons, against 7,586,448 at same time last year being an increase of 220,614 tons.

The Second Auditor of Virginia announces that the interest on the public debt of Virginia for July 1st, as prescribed by act of March 13, 1873, will be paid at his office on and after the 1st of July next, and that the sterling interest will be paid in London at the same time by Baring Brothers & Co., the agents of the State. The auditor is encouraged to believe that there will be largely more than enough in the treasury to meet both the July interest and that due January, 1874, without additional taxation.

The Canton (Miss.) Citizen says that work has commenced on the Vicksburg and Canton Railroad, and that the prospects are flattering that the line will be put through with vigor and dispatch.

The earnings of the Erie Railway Company for the week ending May 31, 1873, were \$461,003, and since November 1, 1872, \$10,555,403—an increase over the corresponding period of the previous year of \$268,178.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

\$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency.

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

The final survey is now making for the projected railroad from Worcester to Milford, through Grafton and Upton, a corps of nine or ten engineers being at work. The new route is the Massachusetts link in the Rhode Island and Massachusetts Railroad, which will have its head at the wharves in Providence.

The Richmond and Petersburg and Petersburg and Weldon Railroads have been consolidated under the name of the Richmond and Weldon Railroad Company. The new company have elected Mr. Reuben Ragland president and Mr. Thomas H. Wynne general manager.

The Burlington and Southwestern Railroad, now under construction from Burlington, Iowa, to Kansas City and St. Joseph, Mo., is complete to Unionville, Mo., 130 miles distant from Burlington, being about half way to St. Joseph, Mo.

The Arkansas Central Narrow Gauge Railroad is in working order from Helena to Clarendon, a distance of seventy miles, with fifty miles more graded and ready for the iron. Five locomotives have been placed upon the track.

The Baltimore Bridge Company has completed its structures across the Saline and Little Missouri rivers, on the Cairo and Fulton Railroad. The bridge across the Ouachita at Arkadelphia will soon be completed.

The officers of the New York and Hempstead Railroad Company, recently elected, are: President, H. J. Smith; vice-president, George H. Holt; treasurer and secretary, Charles H. Dewey.

The estimated earnings of the Kansas Pacific Railway for the week ending May 31 are: freight, \$59,958 06; passengers, \$37,711 37—total, \$97,669 43.

The time for the completion of the Derby and Woodbury Railroad has been extended for five years by the Legislature of Connecticut.

The formal opening of the Nashua, Acton and Boston Railroad took place on the 10th inst.

Journal of Railroad Law.

RAILROAD COMPANIES—CONSIGNEES MUST REMOVE GOODS UPON RECEIPT OF NOTICE OF ARRIVAL—WHAT IS REASONABLE TIME IS A QUESTION OF LAW.

The facts in the recent case of *Hodges vs. The Hudson River Railroad Company*, (49 N. Y. 228), are fully and clearly stated in the following opinion by—

FOLGER, J.—The defendant remained liable as common carrier of the paper until the plaintiff had a reasonable time to remove it, after notice of its arrival at the depot in New York city. (*Fenner vs. Buff. and St. Line R. R. Co.*, 44 N. Y., 505.) What is such reasonable time, is, when there is no dispute as to the facts, a question of law for the court. (*Roth vs. Buff. and St. R. R. Co.*, 84 N. Y.)

We do not perceive that there is here any dispute as to the material facts. It is certain that with 3 or 4 trucks, all the paper could easily have been hauled away before the close of defendant's business on the day on which one load was taken with one truck. It is certain, too, that with the one truck of their own, two loads could have been received by the plaintiffs from the defendant on that day; so that it was a question of law for the court whether it was unreasonable for the plaintiffs to employ but one truck, or, if reasonable to employ but one truck whether it was reasonable to send it but once for paper that day. The learned judge left the question to the jury. In this we think that he erred; for, though we find no error in the terms of his instructions to the jury, nor in his refusal to charge the requests made by the defendant, yet as the finding of the jury was different from what we hold that the law determines, there was error in committing it at all to the jury; which was injurious to the defendant.

The plaintiffs seek to hold the defendant to a strict liability as insurer of the goods. Asking that so rigid a rule be applied to the defendant, it is just that the plaintiffs in turn be held to prompt and diligent action. A consignee cannot, after he has notice of the arrival for him of property, defer taking it away while he attends to his other affairs. He may not thus prolong the time during which the carrier shall remain liable as an insurer. That would be to make the carrier a mere convenience for the consignee, without consideration of any kind to the carrier, and yet rearing under a great risk. So much time as the consignee after notice given to his other business, to the neglect of taking charge of his property and removing it from the custody of the carrier, cannot be allowed to him in estimating what is a reasonable time for him in which, after notice of arrival, to take delivery of his goods. He is not to be compelled to leave all other business to take his goods from the hands of the carrier. He may attend first to whatsoever demand of his business he deems the most urgent or the most profitable; but he cannot do this at the hazard and expense of the carrier. It is the duty of the carrier to give notice of arrival; it is the duty of the consignee at once and with diligence to act upon this notice and to seek delivery, and to continue until delivery is complete. Either may neglect this his duty; but then the consequence of neglect must be borne by him.

Now the testimony here without conflict, shows that after the receipt by the plaintiffs of notice of

the arrival of this paper, they continued for a space, in attention to other business than taking it from the defendant's charge; and that after one load had been taken, they turned again to other duties. They thus let slip time enough in which to have called for and have received another load. It may be true that this load would not have reached their store before the hour at which they usually closed it; and if it was of importance to them not to vary their habit in this, they could as they did, refrain from returning to the depot for the second load. It would then have remained, as it did, in the custody of the defendant, who could not have divested itself of the duty to care for it, as bailee thereof. But had the plaintiffs the right for their own convenience, to put upon the defendant the greater onus of holding it as insurers? There is no justice in compelling the defendant to be the sufferer thereby. There is no justice in it, that the time thus otherwise used by the plaintiffs should not lessen by so much the reasonable space accorded to them for removal of their effects.

We are not compelled at this time to hold in this case that the plaintiffs were called upon to employ in the removal of the paper more than the single truck and the two servants with which they ordinarily effected the hauling of matter to and from their store. Circumstances might exist which would require more than this of a consignee.

The respondents suggested that the goods were destroyed through the neglect of the appellant.

The case was not tried nor hitherto disposed of upon this theory. It would not be just at this stage of the matter, to determine it on that ground.

For the error at the trial there should be a reversal of the judgment, and a new trial ordered, with costs to abide the event of the action. All concur, except Peckham, J., not voting.

Judgment reversed.

Manufacture of Rails in the United States.

The total number of net tons of rails made in the United States in 1872, as reported to the office of the American Iron and Steel Association by the makers, is 941,992, or 841,064 gross tons. This aggregate was produced in the following States, the production of each of which in 1872 is given in comparison with the production in 1871:

	1872.	1871.
Pennsylvania.....	419,529	385,604
Ohio.....	121,923	75,782
Illinois.....	106,916	91,178
New York.....	82,457	87,022
Wisconsin.....	37,283	28,774
Massachusetts.....	29,242	28,864
Maryland.....	26,472	44,941
Indiana.....	23,893	12,778
West Virginia.....	20,100	5,000
Missouri.....	15,500	8,200
Tennessee.....	14,620	9,667
Maine.....	14,058	13,883
Michigan.....	9,883	14,000
New Jersey.....	9,185	6,700
Georgia.....	6,930	7,840
Kentucky.....	4,000	6,000
Total.....	941,992	775,733

This aggregate of production includes only such rails as were made for the use of freight and passenger railways, and excludes 15,000 tons of street rails made during the year. More mining rails are made by bar mills than by rail mills, and they are generally classified as bar iron; hence the impossibility of ascertaining exactly the production of this class of rails in any year. Were the fact otherwise, however, we but follow the precedent of this office in excluding from our statistics of

rails any estimate of the production of mining rails, as well as the ascertained production of street rails.

By this table it will be observed that in 1871 Pennsylvania made 419,529 tons, or 44 1/2 per cent of the whole. Ohio comes second in the list, taking the place which Illinois held in 1871. Illinois is the third State in the list, and New York the fourth. In the production of steel rails the relative position of these four great iron-producing States is almost the same—Pennsylvania producing 38,463 tons; Ohio, 22,000 tons; Illinois, 15,930 tons; and New York, 17,677 tons. No other States made Bessemer rails in 1872. The largest production of both iron and steel rails by a single mill must be credited to the Cambria Iron Works, at Johnstown, Pa., which made a total of 81,006 net tons. This magnificent result was accomplished during a year in which a large part of the works was destroyed by fire—a calamity which it is proper to state, however, was almost immediately overcome by the extraordinary energy and resources of the company.

The following table exhibits the growth of the home production, importation, and consumption of rails in the United States from 1849 to 1872, inclusive, together with the growth of the railway system of the country during the same period:

	Total rails made in the United States. Tons of 2,000 lbs.	Total rails imported. Tons of 2,000 lbs.	Total consumption of iron & steel rails.	Miles of railway built in the U. S. in each year.
1849.....	24,318	69,163	93,481	1,869
1850.....	44,083	159,080	203,163	1,656
1851.....	50,603	226,350	276,953	1,961
1852.....	62,478	294,750	357,228	1,925
1853.....	87,864	358,794	446,658	2,452
1854.....	108,016	339,439	447,455	1,360
1855.....	138,674	153,018	291,693	1,654
1856.....	180,018	186,594	366,612	3,643
1857.....	161,918	215,166	377,084	2,591
1858.....	163,712	90,894	254,606	2,460
1859.....	195,454	83,958	279,412	1,821
1860.....	205,038	146,610	351,648	1,846
1861.....	187,818	89,338	277,206	621
1862.....	213,912	10,186	224,098	864
1863.....	275,768	20,506	296,274	1,050
1864.....	335,369	142,457	477,826	738
1865.....	356,292	63,327	419,619	1,277
1866.....	430,778	117,878	548,656	1,832
1867.....	462,108	184,840	646,948	2,237
1868.....	506,714	300,160	806,874	3,033
1869.....	593,586	336,500	930,086	4,977
1870.....	620,000	472,403	1,092,403	6,145
1871.....	775,733	566,202	1,341,935	7,453
1872.....	941,992	530,850	1,472,842	6,043

The production of rails in 1871 in the United States was 775,733 net tons; in 1872 it was 941,992 tons. Increase, 166,258 tons, or 21 1/2 per cent. The importation of foreign rails in 1871 was 566,202 net tons; in 1872 it was 530,850 tons. The decrease, 35,352 tons, or 6 1/4 per cent. The net gain of the American railmaker in 1872 over his foreign rival was, therefore, 201,611 net tons.

Of the total production of 941,992 net tons of rails in 1872, 94,070 tons were Bessemer steel rails. In 1871 there were produced 60,042 net tons of steel and steel-headed rails. Increase, 34,028 tons, or 56 1/2 per cent. Of the 530,850 net tons of rails imported in 1872, 149,786 tons were steel rails. In 1871 it is estimated that there were imported 83,887 net tons of steel rails. Increase 65,889 tons, or 78 1/2 per cent.

It will be seen that, while the importation of rails of all kinds was 35,352 net tons less in 1872 than in 1871, the importation of steel rails increased 54,889 tons. The reduction in the importation of all-iron rails was, therefore, 101,241 tons.

The total consumption of iron and steel rails in 1871 was 1,341,935 net tons; in 1872 it was 1,472,842 tons. Increase, 130,907 tons. This increased consumption was more than equaled by

the increased production of American mills, which was 166,259 tons, as above stated.

The importation in 1872 of old rails for remanufacture is carefully estimated at 170,000 gross tons. The customs regulations do not separate old rails from scrap iron; hence the necessity of estimating the quality of each imported. The total importation of old and scrap iron in 1872 was 248,444 gross tons, valued at \$7,617,463, gold, of which Great Britain sent 108,181 tons, valued at \$3,203,746. In 1871 Great Britain sent us 139,813 tons, valued at \$3,255,849.

During the year ended December 31, 1872, the aggregate value of the imports of iron and steel and manufactures thereof, as officially reported to this office by Hon. Edward Young, Chief of the Bureau of Statistics, Treasury Department, was \$60,575,514, gold, of which \$22,705,025 represents the value of new iron and steel railway bars—\$14,498,012 of iron, and \$8,207,013 of steel.

During the ten months ended October 31, 1871, the export from the United States of American railway bars and rails was 330 net tons; during the same period of 1872 the export was 746 tons. Increase, 126 per cent. These figures of our export trade are comparatively unimportant, but they show progress in the right direction.

The Gallipolis, McArthur and Columbus (Ohio) Railroad Company have commenced work on the Gallipolis end of the line.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 6, 1873.

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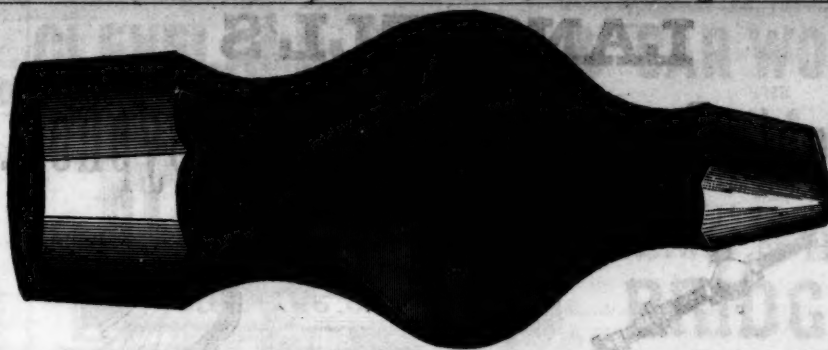
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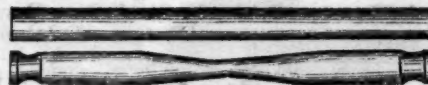
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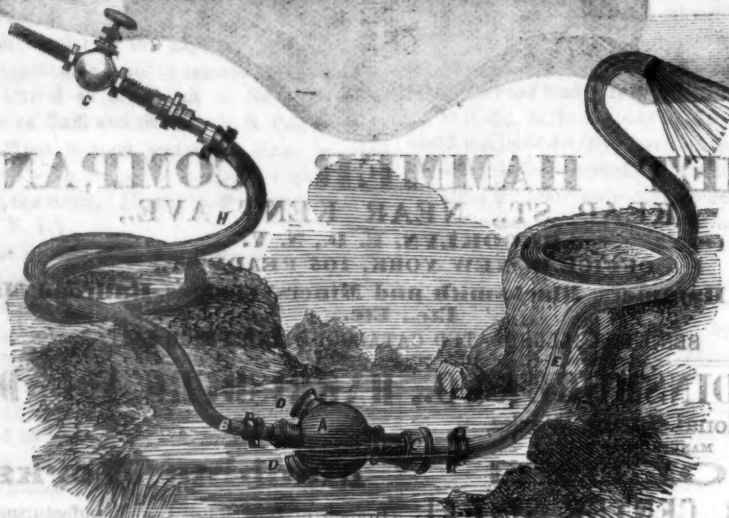
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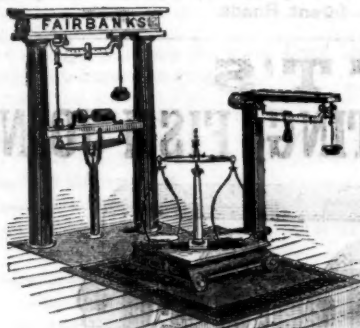
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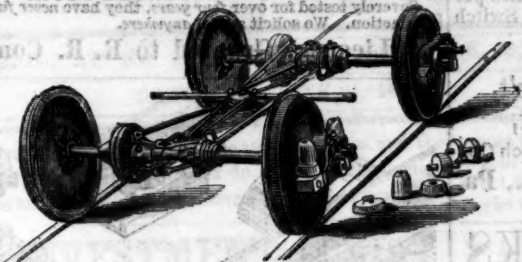
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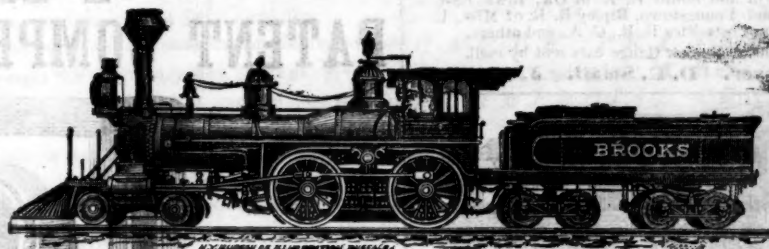
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Of every Size, Weight and Pattern,

For Steam and Street Roads.
ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of
Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

WM. COURTENAY, President.

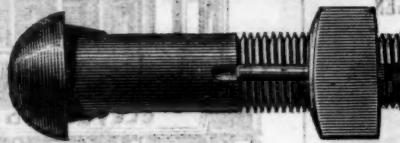
CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK, No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the
"GUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



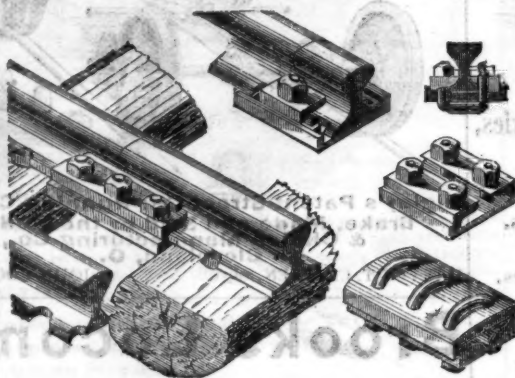
IMPROVED

August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

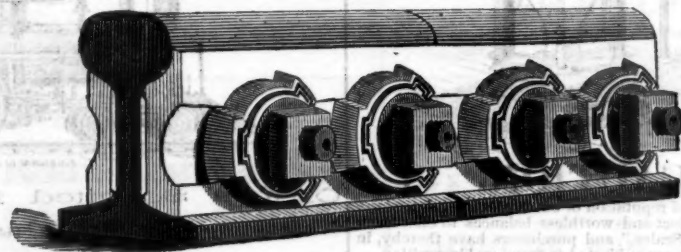
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.